

Deckhand scheme goes on

FLEETWOOD'S owners' association has been refused a Manpower Service Commission grant towards providing work for five young dockhands under the Government's Work Experience Scheme because of opposition by the Transport and General Workers' Union.

Mark Hamor, Fleetwood Fishing Vessel Owners' Association general manager, said they were bitterly disappointed over the union's attitude.

He added: "It's very important for boys who have left school to be offered work or training opportunities. It is not as though we are talking of large numbers. Ultimately we are going to find ourselves in a position where younger men are no longer coming into the industry."

However, the Transport and General Workers' Union's Fleetwood organiser, Alf Davies, said that unemployment in the fishing industry was so high the scheme should never have been started.

He explained: "Unless they push somebody else out of a job these lads have no future in fishing. Untold numbers of jobs have evaporated over the last three years and many of the men are still on the dole. If there is any training to be done it should be of the unemployed."

However, the scheme is to go ahead with a White Fish Authority grant.

TORY PARTY SETS OUT FISH POLICY

THE CONSERVATIVE party has promised to give "top priority" to the issue of Britain's fisheries if it is returned to office.

Mrs. Thatcher, Conservative leader, said in a policy statement this week that the party was determined "to support to the full the interests of British fishermen."

It says that Common Market proposals on the fisheries issue fall a long way short of what Britain requires and the Government has been right to regard them as totally unacceptable.

"But Lebour's obstructive attitude to Europe on many other matters has meant that our partners are inclined to be less co-operative on issues vital to British interests, such as fishing."

"Our policy is quite clear. John Peyton (Shadow Fisheries Minister) has said on many occasions that any fisheries settlement must

satisfy five basic requirements:

"First, it must reflect the fact that more than half of the available stock to the Community 'Pond' comes from British waters."

"Second, it must take account of the fact that the international move to 200-mile limits has deprived our fishermen of access to many of their traditional grounds."

"Third, not only should the total allowable catch be limited in the interest of conservation, but there must be clear and practical rules to control the amount of fishing and the methods used."

"Fourth, coastal states

should have sole responsibility for control over their waters since they alone have the knowledge, capability and will to enforce the rule."

"Fifth, the rights of inshore fishermen must be safeguarded."

The statement says that if Britain cannot obtain early agreement from its European partners "it will be necessary to bring in further conservation methods, hopefully in unison with Brussels but, if necessary, unilaterally."

However, it does not elaborate on how the five requirements can be met.

'Chain up' poachers

ANY PURSE seiner or trawler caught fishing illegally for meerket within the three-mile limit off Devon Sea Fisheries Committee.

"We must be bloody-minded and do something spectacular to show that we intend to fight for what we believe in," said Plymouth city councillor Reg Ginn.

Marcel Gallin, chairman of Torbay and Brixham Fish Ltd., said that arresting and chaining a vessel was the practice years ago. He said that, if it was still a legal method, the fishery officer Harry Worden should be given the authority to enforce it.

Trawlers or seiners arrested would be kept chained until such time as a court appearance could be arranged.

Mr. Worden said he thought chaining up offenders was a good idea, but warned that some of the seiners were massive, with large crews, and the actual arrest and chaining could be "difficult."

The committee decided to seek personal talks with Fisheries Minister John

October 20, 1978
THE GRIMSBY middle-water trawler Okino was severely damaged by an engine room fire on Thursday last week which was so fierce that Skipper David Venney ordered the entire 13-man crew into the lifeboats. He feared Okino might explode.

About an hour after abandoning the 11st vessel in the force winds, the men were picked up by the Norwegian vessel Hauglytt which answered the trawler's distress call.

The only serious injury was to chief engineer, Lennie Pye of Grimsby, who suffered badly from burns. A helicopter flew a doctor to him on board Hauglytt and he was later shifted to Aberdeen Royal Infirmary where he was said to be progressing well this week in the burns unit.

Okino, owned by H. L. Taylor Ltd., had left Grimsby on October 8, and was working the grounds to the north-west of Foula, off the Shetlands, when the accident occurred.

The fire began about 5 p.m. with a small explosion in the engine room, immediately followed by the fire.

It is thought that a pipe carrying diesel fuel split and fuel oil gushed on to the main engine.

All attempts to bring the fire under control failed and two hours later the vessel sent out the Mayday call, saying that the crew was taking to the lifeboats.

Two men remained aboard for a while, but as the fire worsened they were also forced to abandon ship.

Skipper Venney and the

Crew abandons blazing 'Okino'



Okino — towed to Lerwick, Shetland. The fierce blaze is to be investigated by her insurers.

other 11 men were put ashore at Scalloway later the same day and taken to the seamen's mission, where transport was arranged for the return trip to Humber-side.

Skipper Venney said his crew had tried all they could to control the fire before he had given the order to abandon ship in the interests of safety.

A number of other vessels went to Okino's aid but there was little they could do in the sea conditions. Eventually, the oil rig tender Oil Hustler managed to get a line aboard

and took her in tow.

Oil Hustler took the 16-year-old trawler to the north

of the Shetlands and finally into Lerwick. It is understood that the fire eventually petered out during the long tow, which lasted almost a day, but even parts of her aluminium wheelhouse had melted.

The damage was being investigated by Okino's insurers at the beginning of the week. A spokesman for H. L. Taylor said he could make no comment pending the outcome of the investigation.

Okino is the second trawler manned by crews from Grimsby which has had an engine room fire in recent months. On August 12 three men died fighting a fire aboard the freezer Roman.

TALKS IN NORWAY

FINN Gundlach, the EEC Commissioner, held several days of talks in Norway this week to try to agree new guidelines and procedures for negotiating quotas for North Sea fish.

Negotiations on 1979 quotas start in Brussels next month.

The talks were with Jen Evensen, Norway's Law of the Sea Minister.

Mr. Gundlach said some progress had been made in bringing Norwegian and EEC fisheries policies closer. But Mr. Evensen made it clear that no turning point had been reached.

The Commissioner believed the chances were good now of bringing the matter to a successful close, with Britain's signature included.

He disputed the view that the EEC's fisheries policy was in chaos, pointing out that it took five years to reach agreement on an agriculture policy, while fishing talks had been going on for two.

And he described the controversy about his exchange of letters with John Silkin, the U.K. Minister, as "a storm in a teacup."

AN ORDER worth about £17,000 has been received by Dunlop GRG Division's Marine Safety Products factory near Wigan for 100 inflatable boats from the Canadian Government's Department of National Defence.

The boats to be supplied consist of three-man reconnaissance boats and 10-man diving boats. Half the order will be shipped this year, and half in 1979.

Celtic Sea ban — arrests made

TWO IRISH trawlers were arrested off Dunmore East last week as the Celtic Sea ban on herring fishing was enforced by the Irish Government.

Skipper Frank Scallan was arrested when his trawler, Anno Morio II, was boarded off Baginbun Head. Irish naval officers escorted him into Waterford and seven other Irish trawlers sailed with him in protest.

The arrest was carried out by the protection vessel Grainne and, the following day, Seanta arrested Skipper Noel McDonagh and his small drift-netter, Seafarer, while fishing for herring within Waterford Harbour. He was one of 35 small boats drift-netting at the time.

Strong complaints against the action were issued by the Irish Fishermen's Organisation, which, in what is becoming almost a routine action, condemned the Minister for Fisheries, Brian Lenihan.

Chairman Joey Murrin said the Minister should close the Celtic Sea to all fishermen — Irish included — for pelagic fish. It was the only answer.

Single landing

THOMAS Hamling's St. Giles (Sk. J. Humphrey), made £38,163 for 1,108 kits including 118 kits of haddock at Hull last week. She was the only wet fish vessel landing at the port last week and had been on a 25-day Bear Island/Norway Coast trip. She averaged £40.99 per kit for its codstuffs.

MP goes seining

GRIMSBY'S MP, Alan Mitchell, had a taste for life aboard a Grimsby anchor-seiner over the weekend.

Before he was elected April last year, Mr. Mitchell promised his voters he would sample life at sea as a fisherman and had no intention of breaking his word.

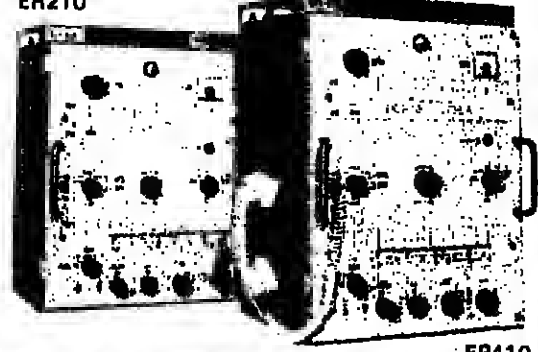
The MP said that his experience of seining was a "big dip in the cold water" for the former politician and that he had enjoyed the method of catching the fish.

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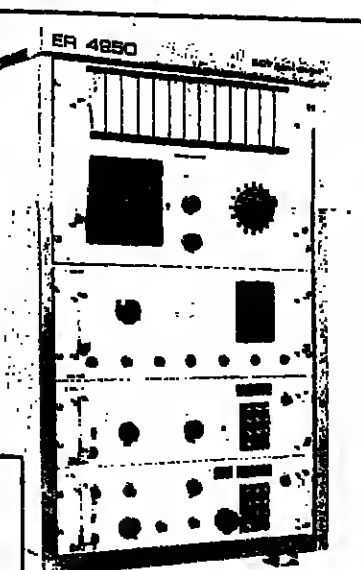
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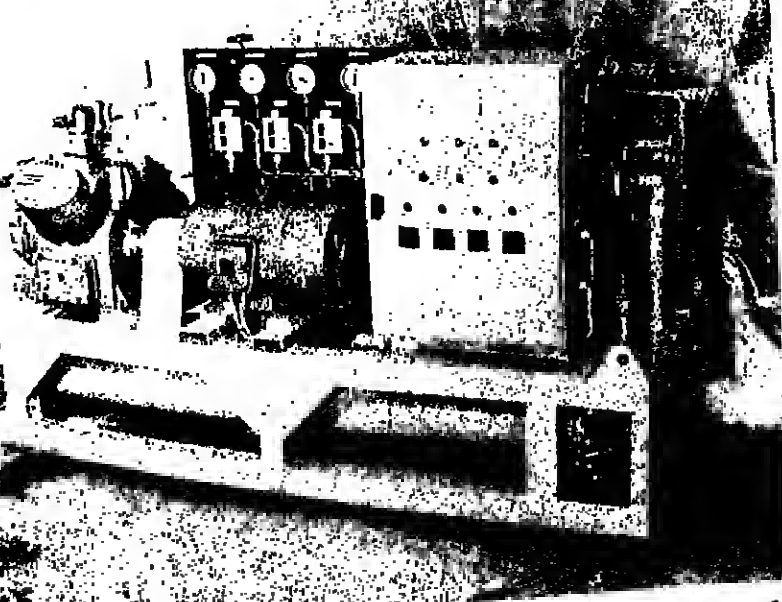
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Gun range will shut us down

SIR, We, the fishermen of Revengless, Cumbria, are in need of some support. As you are aware, the Ministry of Defence has control of large areas of the western seaboard of the UK, preventing access by inshore fishermen to pursue a living.

Yet another closure is about to take place. The proof and experimental establishment at Eakmead, in Cumbria, is being used by a local council by-law to "restrict certain activities" — i.e. fishing within a five nautical mile radius west of the establishment of the boats operating from Revengless — my own included.

The area in question is almost the total fishing ground — we would be finished.

In the past very little protest has been made when the Ministry has assured other areas. Malin, like ours, the communities are small and have had no voice to protest. But now our deep-sea industry is almost totally run down, only we should be able to fish more readily on our own in-shore waters.

We do not hold out much hope for ourselves; we are only a small minority compared with the Ministry. But this is not the real point which is, in the future, how many more small communities of fishermen are to be ruined by the activities of the Ministry of Defence?

It would be interesting to know exactly how many sea miles of good fishing grounds are closed in the UK. In our area of the North Irish Sea, Luce Bay is closed for more than half the year. Wigton Bay is closed permanently and fishing is prohibited on a stretch of west coast off the Isle of Man.

I know there are areas off the Welsh and Pembrokeshire coasts restricted the same way but do not have any details.

Anyway, who wants a gun range next door to one of the biggest bangs in Europe — Windward?

MIKE JOHNSON (SKIPPER)
Honny House,
Revengless,
Cumbria.

SFO did not buy pumps

SIR, It is not my intention to conduct a dialogue with a member of the Scottish Fishermen's Organisation through your pages, but the inaccuracies contained in your article (page 2) in last week's edition cannot be allowed to pass without comment.

The SFO has never spent £35,000 on fish pumps as claimed by Mr. MacLean. The SFO did enter into a joint venture with a Danish consortium to transport sprats to Denmark and pumps were brought in from Norway to discharge the boats.

These pumps are used with great success by the Norwegians for discharging capelin but because of the

smaller fish holds of the vessels fishing sprats the pumps did not meet the performance promised. The pumps were then returned to the makers in Norway and they have since been sold to Canada.

The SFO did invest £25,000 in Scotland, but it should be pointed out that the Government invested a further £275,000 and gave the firm a loan of £250,000.

It is, of course, disappointing that despite these injections of cash the firm failed. I wonder, however, if Mr. MacLean has spoken to any of the skippers involved in the shrimp fishery for whom a market was assured till other processors increased their capacity or the scallop fisherman on the west coast who again depended on the SFO.

LETTERS

I would suggest to Mr. MacLean that £25,000 was a small price to pay to retain viable fishing fleets in Islay, Tarbert, Carradele and Campbeltown not to mention the Peterhead vessels which fished for shrimp.

As far as spending money in Peterhead is concerned, it has to be pointed out to Mr. MacLean that the SFO is the largest single shareholder in the Peterhead Ice Co. which was last year expanded to ensure sufficient ice for vessels using Peterhead such as Mr. MacLean's.

I am glad, however, that Mr.

MacLean recognises the valuable job the SFO has done in reducing oil costs in his home port, but am disappointed that he chooses not to point at the SFO's Peterhead Oil Depot on a regular basis.

I hope in future that *Fishing News* will make some attempt to check the facts it prints before it rushes off to press.

JAMES LOVIE
Chairman/Chief Executive
Scottish Fishermen's Organisation,
Brethead,
801 Queensferry Road,
Edinburgh EH4 5EA.

Editor's note: Allegations contained in the article were presented to the SFO prior to publication. It declined to comment.

Let's find out the facts on factory ship

SIR, The subject of the letter headed 'They're welcome', *Fishing News*, October 13, is obviously fast becoming a national and political issue in which I have no desire to get involved. However, I feel that I could be in a position to make some observations that, I, as a commercial scallop and crab fisherman diver, have seen first hand.

Whilst engaged in diving in the vicinity of the factory ships and, indeed, as far away as several miles from them, it is becoming a normal occurrence to find dead and decaying mackerel littering the sea bed. On calm days the surface of the sea shows a distinct oily film, which invariably adheres to my wet suit and leaves a very offensive smell.

The point here that must be considered relative is that this has not been the case in recent years and I, for one, would feel justified in laying the blame for a poor following season's prawn fishing over the grounds having made these observations.

Your reader is correct in his statement that Ullapool has been a herring centre for over 300 years, but his remarks that foreign "processed products" must be clarified. It was only

last year that factory ships appeared in our loch and the feeling among the fishermen here is that the pollution and obvious decline in fishing is attributable to these huge mackerel-devouring ships.

We, as fishermen living in Ullapool, rely on prawn and crab fishing for our existence. Surely we have some right to protection for our static gear and our

environment. I wonder if your reader would be so receptive to the situation if his salmon net presented the same risk as prawn creels shot in deep water on a clean bottom?

It is blatantly obvious that fishermen as a whole will achieve nothing if we are not united and go about things in an organised manner, neither will we arrive at a solution if we split the camp into "them and us situation."

So what about one of the big organisations arranging a fact finding mission before we face the same problems again next year?

DAVE SMYRL,
Skipper, Golden West (L161),
18 Mossfield Place,
Ullapool.

WE OBJECT TO TWENTY SHIPS DUMPING

SIR, I am replying to my critic whose letter appeared in *Fishing News*, October 13. It is a fact that through the years a small number of Klondykers have shipped winter herring to the continent. It is not true though that these fish have been processed, they were either ice-boxed or barrel-salted.

It is a quite different matter to have 20 odd factory processing vessels disgorging their waste in these waters, and it is to this that we object.

Certainly these ships take

mutual consideration with the bottom trawlers.

Many of the pair trawl skippers were drift net fishermen in their time and must understand the vulnerability of static gear. At present static gear is not, I believe, afforded the protection that we have a right to expect and we do have a case to ask for greater security in pursuing our particular method of fishing.

I wonder if my critic would extend greater sympathy towards us if his salmon nets were dragged away.

CHRISTOPHER BROWNE,
3 Castle Terrace,
Ullapool IV25 2XD

'WINGLESS WONDER NET IS A COPY'

SIR, May I draw your attention to the recent series of advertisements by Dentrail for their new "Wingless Wonder" mid-water trawl, and your page 17 article, *Fishing News*, October 8, on the same net.

The name "Wingless Wonder", as well as the basic concept of the trawl, have been in common use by the Bors Net Co. Ltd. of Fleetwood for many years.

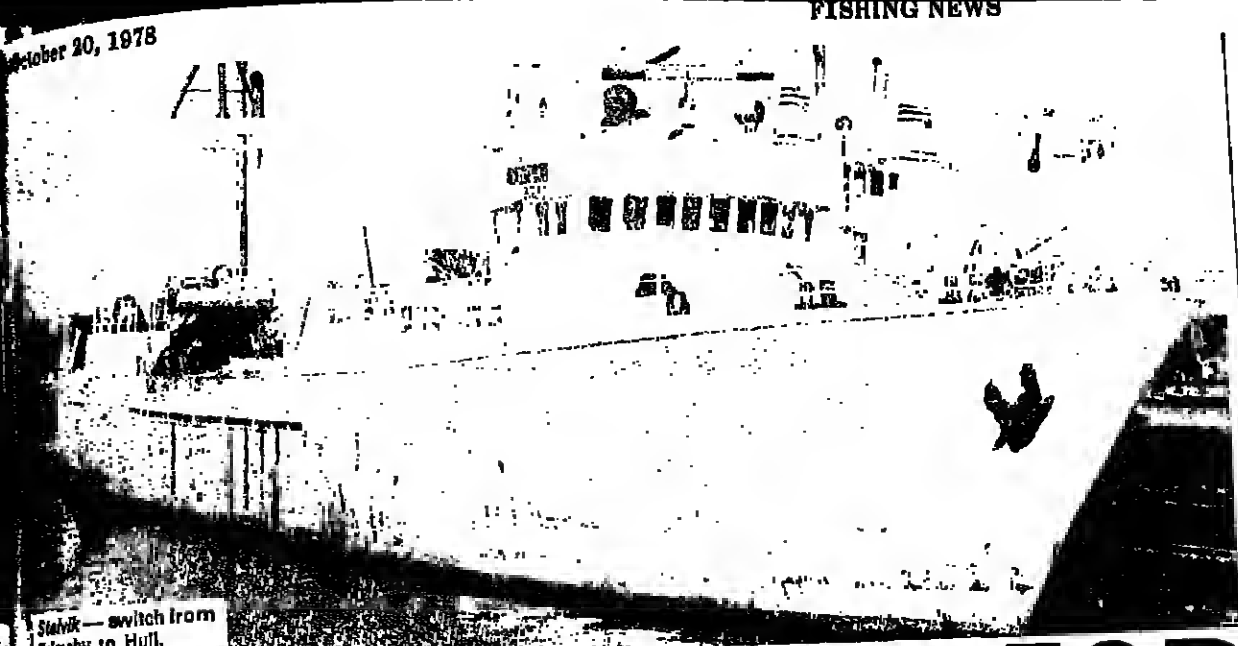
The first net was made for George Watt, Fraserburgh, at a time when continental net manufacturers were working with 96in. and 108in. meshes. The net proved very successful with medium-powered vessels and is still fished in the Firth of

Clyde as the "Wingless Wonder".

There are two mid-water trawls in use at the Bors Net Co. Ltd. of Fleetwood, one of which is the "Wingless Wonder".

Bors has been an innovator in net design for many years, and it is gratifying to see another net manufacturer copying not only the basic design, but also the name. It is held of copyright by Bors Net Co. Ltd. of Fleetwood.

R. F. MATTHEWSON,
Bors Net Co. Ltd.,
Stichien,
Aberdeenshire.



GRIMSBY BIDS FOR ICELANDIC COD

BRETINGUR, the first Icelandic trawler to land a wet fish catch at Grimsby since the ban there was lifted a fortnight ago, arrived on Wednesday and landed yesterday's market.

Details of the turnout and pricing were not available when *Fishing News* went to press, but the five-year-old trawler was expected to top £100,000 from a reported 1,600 kits, including more than 1,000 kits of cod.

Brettingur landed her catch through the Fylkir Ltd. agency, which on Monday had to direct the Icelandic master Stabæk from Grimsby to Hull because of heavy landings from the Grimsby North Sea fleets and shortages of landing labour.

The vessel landed at Hull through agents Boyd Line and Monday's turnout of 807 kits sold for a total of £26,997. Kit averages for Monday included: £43.39 for codstuffs and £43.80 for 180 kits of haddock.

After the discharge of Stabæk had been completed

on Tuesday, she had landed 1,444 kits, which grossed £50,716. A difference in the quality of the vessel's boxed and bulk fish was reflected in the market demand.

High-quality boxed codstuffs averaged £43.39 per kit on Monday, but the Tuesday kit average for the remainder of the bulk cod and codling fell to £26.89.

Minimum

A small amount of the cod started with around the £40 per kit mark at the Tuesday auction, but prices later went down to the £25 minimum to first hand buyers; 170 kits went to salters.

BUT's part-freezer Lord Nelson, back from Bear Island and the Norway coast, made £23,446 for 739 kits of wet-fish on Tuesday. She also brought 190 tons of frozen fish.



THIS magnificent display of fish was the centre of attention at the annual Billingsgate Harvest Festival Service, which was held in the parish church of Billingsgate, St. Mary at Hill, on October 8.

The display, in the church porch, included fish of various shapes and sizes which were set against a background of nets, ropes and seaweed to remind the congregation of the men who bring in the sea harvest.

Fish industry representatives and civic dignitaries attended the service, which was conducted by the Rev. B. A. C. Kirk-Duncan, Rector of the church. Billingsgate merchants donated the fish, which went to charity.

Fleetwood on 'knife edge' over supplies

TALKS on the possible measures in bringing a solution to the Fleetwood fishing industry's problems were held at Hull on Monday.

With the fleet now down to an all-time low, principals of the port's five big remaining companies met to find means of increasing local supplies. Landings by French and Icelandic vessels had sustained Fleetwood but there has been a big decrease in such landings.

Peter Hewett, manager of the Hewett Fishing Co., said: "Unless we get enough fish through the docks the job's a winner."

His sentiments were echoed by Neil Parkes, deputy chairman of Boston Deep

Sea Fisheries, who said that to keep the port going strenuous efforts would have to be made to attract foreign trawlers which would help meet the burden of dock and port dues.

Foreign

"The port's economy is balanced on a knife edge. The whole future of the fish dock depends on getting in enough fish to pay for the port's infrastructure. In the short term the port's survival depends on foreign fish."

On the agenda at the meeting was the question of who pays for the port's facilities while seven local trawlers are mackerel fishing in the south-west.

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Don't cut hull costs to the bone

Suiting and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics if they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

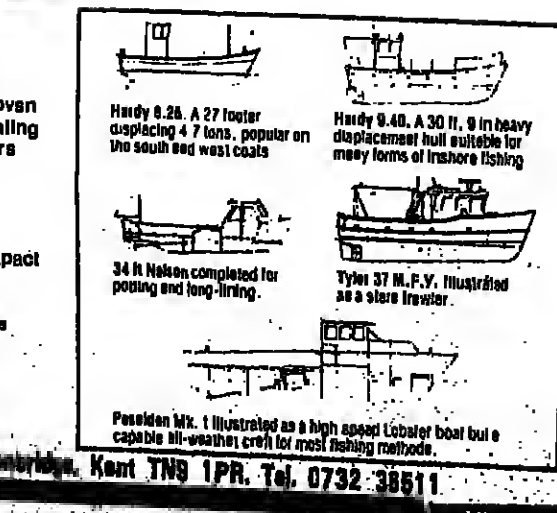
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Mackerel

From page one

Most of the vessel's fishing in Cornwall has taken place off Mounts Bay and Wolf Rock — but now the fish are moving over to the Scillies.

The chaos which surrounded landings by the influx of boats last year now looks like being averted at Falmouth with the operation set up by Cienham. Working in conjunction with the Falmouth Docks Engineering Company, Cienham is managing a service which offers landing facilities for up to three vessels at a time.

Fish pumps have been installed which are able to discharge directly into waiting rail wagons. A complete back-up service is offered, including transhipment, berthing, repairs and fish sales.

Bunkering facilities are available at an adjacent quay through Falmouth Docks Engineering.

The operation has taken nearly two years of negotiations to set up. Ken Knights of Cienham stressed that the service was open to all. "We have had excellent co-operation from the commercial manager of Falmouth Docks, Denis Pascoe, and we are ready to handle fish on a large scale," he said.

By Monday afternoon, the waiting Eastern Bloc factory ships were starting to take fish from the vanguard of the Boyd fleet and Ben Wyvis from Aberdeen. Also on the grounds was the Irish-registered purse seiner *Spec Moyna*.

Along with Arctic Corsair, Boyd had Arctic Challenger on the grounds and was expecting the arrival of Arctic Reiver. The big trawlers Arctic Galliard and Arctic Eucaner are also on the mackerel, but their catches are being transferred on to reefers at Milford Haven.

The Boyd operation is being directed from an eyrie in the St. Michael's Hotel at Falmouth. Telcs and radio telephone systems have been installed and former skipper John Wilson is contact man for the fleet.

It could still be some weeks before the majority of the factory ships and catcher vessels move down to Cornwall. The mackerel off Milford is reported to be in good shape and two Japanese factory ships now flying the Irish flag are expected to sit off Scotland for three weeks more before moving south.

On Tuesday the factory ships at Falmouth and the Cienham landing base were deserted.

ROPES SNAP AS PAIR TEAM LOSES MASSIVE CATCH

THE GRIMSBY pair trawler Green Valley lost a massive single haul of fish, thought to have been at least 500 kits, when her trawl burst under the weight

of the catch during the trip she landed at Grimsby last week. Her skipper, Roger Younger, told *Fishing News*: "The weight was tremendous because it just ripped the



Green Valley — still in the money despite losing 400 kits.

trawl straight off the bobbins as we tried to get it on board. It was certainly the biggest single haul I've ever seen while I've been pair fishing."

Green Valley and her partner Geiser (Skipper Mike Clark) were working in a force eight westerly gale in the deep water between the Midlands and Outer Roughs when the catch was made.

The trouble started when a rope from the winch to a hecket around the trawl sleeve parted as Green Valley gingerly tried to get the gear inboard, leaving the huge weight of fish inside the sleeve suspended from the mouth of the trawl.

They managed to get the headline in and pinned to the rails, but as soon as the crew began to lift the ground rope and bobbins the net tore away.

An attempt using a heavy duty towing rope bent around the trawl failed when the nylon melted on the whipping drums through friction, and to the crew's astonishment that rope also parted under the weight.

By now fish were spilling out of the trawl, crumpled with dogfish and big cod, and with such a large haul literally disappearing before their

eyes the crew worked feverishly in difficult rolling conditions to save what they could.

Eventually they got a hold on to the halving basket on the cod end before they could begin to take in fish in any quantity, in a struggle lasting five hours.

Skipper Younger said: "The fish were everywhere, I suppose we were lucky to save what fish we did considering

the weather. We probably managed to save about 25 kits."

After this incident the weather worsened and the team suspended operations, but when they returned to sea the fish had gone.

The only consolation for Green Valley was a £30,000 grossing from a £30,000 haul, not while Geiser took a £15,257 from 401 kits, and through the Danbilly agency.

Hull shield

NEWINGTON'S C.S. Forester heads the latest monthly results list for the Hull Distant Water Challenge Shield competition, but there are very few changes due to the large number of boats laid up. Even the leader's positions for August:

Position	Vessel	Kits	Points
1	C. S. Forester (Newington)	17,303.3	36,193
2	Westella (Marr)	12,833.0	26,394
3	St. Dominic (Hamlng)	11,893.3	26,840
4	St. Giles (Hamlng)	10,871.0	24,861
5	Somersat Maugham (Newington)	11,839.2	22,341
6	Rosa Sirius (BUT)	8,857.8	20,288
7	Arctic Cavalier (Boyd)	9,000.5	19,815
8	St. Garonius (Hamlng)	8,420.8	18,000
9	Arctic Vandal (Boyd)	5,245.1	12,733
10	Rosa Altair (BUT)	4,301.0	10,013
11	Lord St. Vincent (BUT)	3,288.0	8,729
12	Arctic Rebel (Boyd)	1,137.0	3,283
13	Rosa Orion (BUT)	703.8	1,872
14	Loch Erlbog (BUT)	584.5	1,351

proceed with the extension of the Norway punt box from October 1.

It had already informed the Commission of the strong arguments on conservation grounds for extending the box during the winter months, when by-catches of white-fish are their highest in the industrial fishery. This was supported by the latest advice from ICES.

"The fact that the measure provides for a closure of the punt box from October to March without specific time limit does not mean that Her Majesty's Government would fail to amend it if appropriate."

"So far as HMG is aware, the measure is in this respect similar to other national measures adopted by the other member states as well as to the earlier UK national measure on the punt box adopted by the UK in November 1977 and approved by the Commission."

"That is to say they are all interim measures which are liable to amendment in the light of changing circumstances or which may be overtaken by a Community measure in the same field."

The Ministry rebutted the suggestion, in the Commission's message that the UK measure was excessive because of its impact upon relations between the Community and Norway and the Faroes.

"The Norwegian Government has never disputed the need for strict conservation measures and the UK is not aware that any of the measures so far adopted have placed a strain upon relations, even though they have, of course, made it

necessary to reconsider some of the allocations."

On the introduction of a 70 mm mesh net for netting fish, the Government provided the Commission with a detailed justification for the introduction of the measure ICES had recommended as necessary.

It has also pointed out the Commission that its proposals on netting fishing, which delay introduction of a 70 mm mesh net to September 1, 1978, are in accordance with ICES.

Measures to restrict fishing in the Isle of Man fishing fishery did not go beyond the advice of ICES, as the Commission claimed, "the Ministry said, but the Commission's own proposals were inconsistent with that advice since they were based on a higher TAC for the fishery than ICES."

"If the UK were to accede to the Commission's request not to implement the measure, the total quantity of herring taken in the fishery would inevitably exceed the TAC recommended by ICES."

On the Mourne herring fishery, the Government acknowledged that the Commission was given very short notice of the closure, on September 27, but it was necessary to take urgent action to protect stocks because of the appearance of large trawlers.

It was also necessary to give the skiff fishermen a short breathing space because of the region's social and economic circumstances. ICES had pointed out the urgent need to stop fishermen from taking mature herring in the industrial fishery.

October 20, 1978



Skipper Roger Younger. Thousands of pounds lost.

October 20, 1978

AS MILFORD Haven's traditional trawler industry struggles to stay afloat, a young ex-Naval officer believes a vast shellfish industry can be established from the waters off Wales.

Lt. Cdr. Cyril Morris (38) has made the first vigorous move towards establishing a major shellfish landing, storage and processing complex which he believes will bring a new fleet of fishing boats into Pembroke Dock with tons of crab, queen scallops and other catches.

Parliamentary backing, as well as local government support, is being sought for the project at this Admiralty station off fuel depot and just where Britain's first nuclear warship, *Warrior*, is now moored. The depot is being relinquished by the Ministry next year as part of defence cuts.

A disused Nato wharf on the facing shore of the River Cleddau is being considered as a live-storage unit for queen crab, aimed at the European export market. Catches would be stored in a man-made tidal lagoon on the landward side of the jetty.

An outline of Lt. Cdr. Morris' ambitious plan is expected to be put before South

Pembrokeshire District Council later this month in a report by the planning director, Philip Bament.

Saundersfoot-born, Lt. Cdr. Morris has been sea fishing off south Pembrokeshire since leaving the Navy last year. He is putting his own capital into a venture which, he estimates, will provide between 50 and 110 new jobs in crab-processing factories in disused Admiralty buildings at Llanion.

His newly-formed venture, Pembroke Haven Fisheries, comes as Milford Haven's traditional fishing fleet has dwindled to eight ships and Labour party proposals are being considered for a fishing co-operative in a last-ditch hope to save Wales' only remaining commercial large fishing port.

Oil spill threat to fishing

THE THIRD major oil spill near British shores in six months now threatens parts of the Welsh coast following the grounding of the 58,000-ton Greek tanker *Christos Bitas* on rocks off Milford Haven.

Lobster fishermen in Cardigan Bay have been advised not to haul their lobster pots if there are oil slicks in the vicinity and there is a fear that fishing gear such as ropes, buoys and lines will be polluted with heavy oil.

Trawlers working in the Irish Sea can also expect some fouling of nets if the oil sinks after dispersion. Fisheries officials have already agreed to the use of detergent, but efforts will be made to disperse the oil in the deeper offshore water to reduce the risk to marine life.

Pollution experts were fighting against the clock and deteriorating weather this week to stop the tanker sinking and releasing more than 20,000 tons of crude oil into the Irish Sea.

Already 5,000 tons have leaked out of the vessel's tanks, following her grounding eight days ago on a reef called *The Barrels*, four miles from the Smalls Lighthouse near Milford Haven.

The tanker, on charter to BP, was sailing fully laden from Rotterdam to Belfast when she grounded, but after her captain managed to back her off the rocks into deeper water, *Christos Bitas* continued her voyage northwards until the full gravity of the accident was realised.

At the time of going to press, the stricken tanker was still north-west of Fishguard in the centre of the Irish Sea, where her cargo was being transferred to a second vessel to which she was lashed alongside. The tanker's 18° list to starboard had been partially corrected and there was a good chance of saving her.

The pollution threat hangs over the Pembrokeshire ports, the islands of work

In Ireland, a switch to shellfishing in the last four years has already built into a £14-m-a-year industry. On the Welsh side of the Irish Sea a £10,000 feasibility study — with help the cash coming from the Welsh Development Agency's research fund — is expected to show the some potential for success.

Already, the Welsh venture promises to blossom into a £1 m. onshore development with inland shellfish farming augmenting catches brought in from the sea.

It is thought that crab and

other shellfish could be grown in the existing man-made ponds built at Pembroke Dock, to contain overflows and leachages from the nest of huge Navy oil stores tanks now being made "surplus to requirements."

The rest of the area, cleared by a tank dismantling operation, might be turned into a riverside leisure park. One of the prime targets for shellfish would be the big bed of queen scallops in Cardigan Bay, already a rich source of exports to mainland America.

But Lt. Cdr. Morris says: "Boats fishing closer to Pembroke Dock would be able, at current market values, to br-

ing in crab cargoes worth over £400 a trip. We would process European edible crab in our own factories.

Spiders —

"This involves cooking, cooling, extracting the meat from the shell, blast freezing, packing and storing prior to despatch through wholesale frozen food outlets."

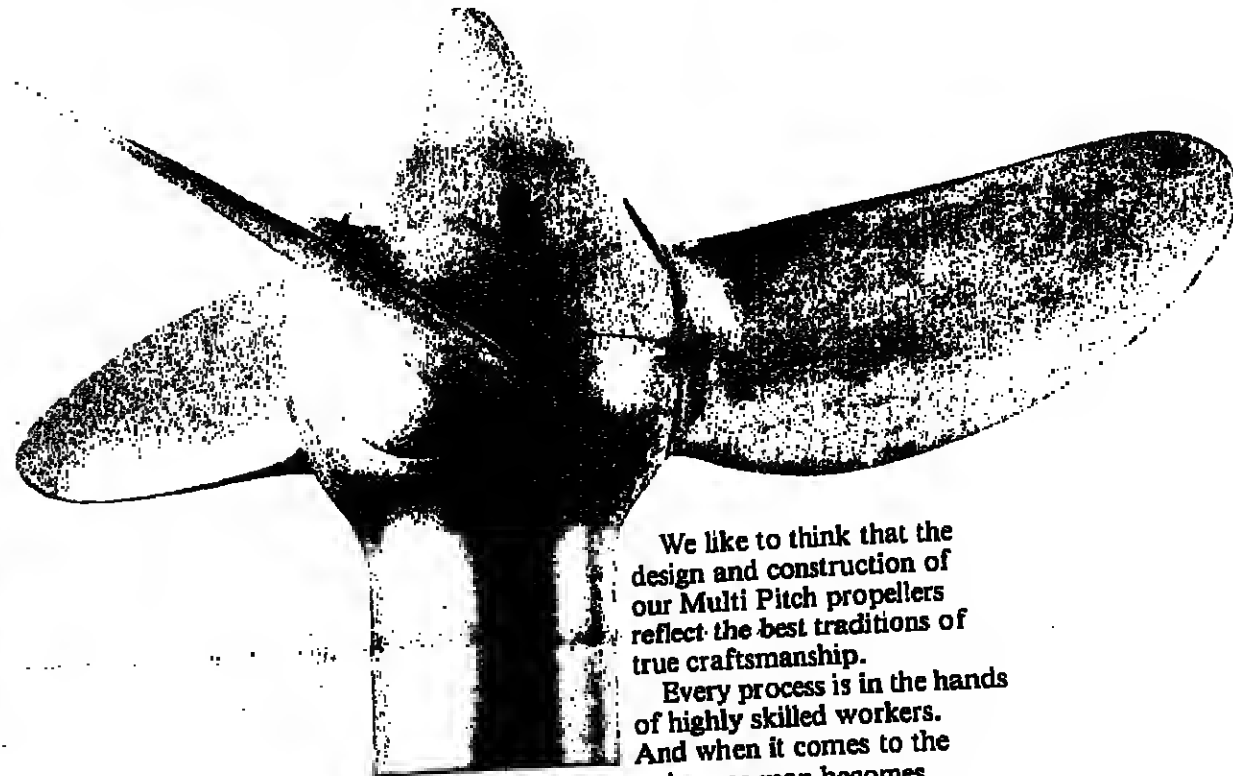
"Spider crab, abundant in Pembrokeshire waters at certain times of the year and a nuisance to lobster and traditional crab fishermen, would be stored on export live to the Continent."

He sees no conflict of in-

terest between the Pembroke Haven Fisheries plan and proposals to form a fishing co-operative at Milford Haven. "The crab will be landed on the Llanion jetties by local fishermen and the recent news of a co-operative could mean that this initiative can be harnessed to the new scheme."

"There seems no reason why the feasibility study should not show firm economics. What will be needed then is plenty of political muscle to put the right amount of funding behind a project that would give the Welsh fishing industry an exciting new future."

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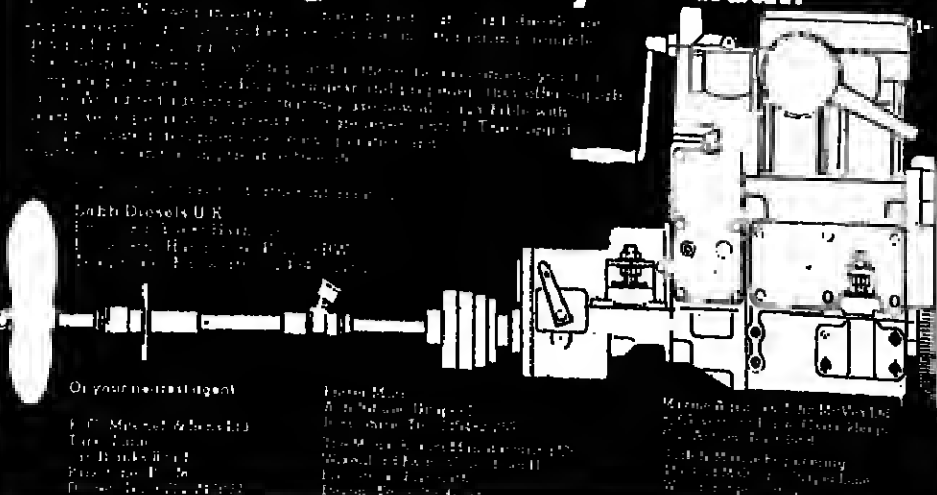
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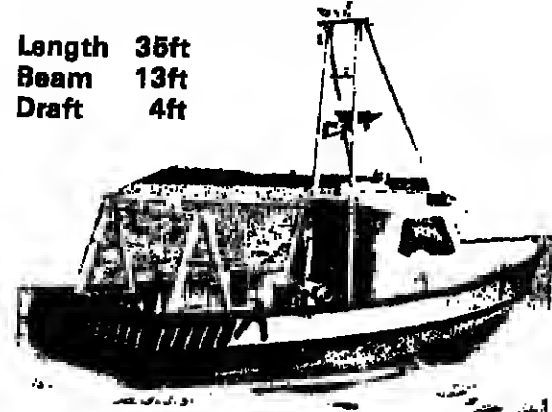
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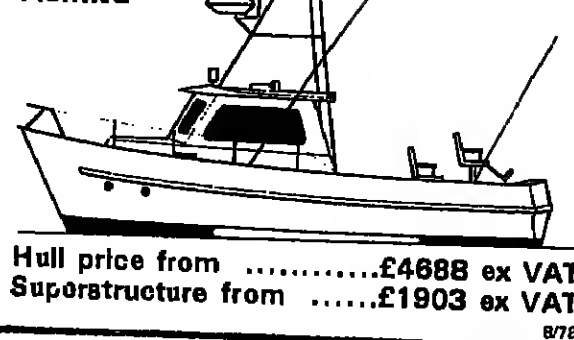
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COMMERCIAL scallop fishing has increased enormously during the past decade and, with natural stocks coming under increasing pressure, scientists in several countries are looking closely at methods of fishery management and ways of maintaining production.

Several species of scallop are fished throughout the world and in some places they have given rise to 'boom' fisheries. In most cases demand has soon outstripped supply and collapse of the fishery has followed. Such collapse is disastrous if it has followed a big investment in fishing gear and processing facilities, so it is undesirable for this pattern to be repeated in British waters.

Research workers from different countries are now co-operating with each other on many of the problems faced are common to more than one of them. Already two international meetings to compare results and report progress have taken place at which the UK, Ireland, USA, Canada, France, Spain and Australia were represented.

Majority

The Soviet Union and Japan also produce scallops, the majority of which are farmed. Scallop farming in Japan has been very successful and scientists in other parts of the world are trying to adapt Japanese techniques to their own countries. Several scallop cultivation trials are taking place in Europe, especially in Scotland and France, at present and results appear encouraging.

In England, a small team of Ministry of Agriculture, Fisheries and Food scientists is studying the biology and fisheries for scallops, particularly the European scallop (*Pecten maximus*) or scallop, as it is generally called.

These studies include surveying scallop stocks with underwater television, experiments on spat collection and measurement of growth rates.

Much of the work is in the English Channel off south Devon, where the main commercial fishery is at present based and where there are bays in which the scientists, working with divers, are carrying out experiments.

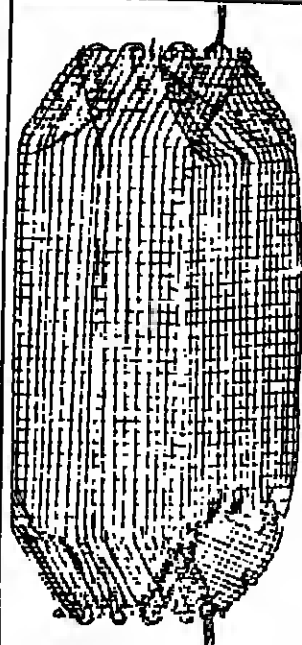
Most of these experiments are concerned with the production of spat. Some are designed to compare spat production from season to season and some to obtain scallop spat for growth and cultivation trials.

Samples of spat can be taken from the plankton during spring and summer by the use of trape or spat collectors suspended in the sea. These are in the form of fine meshed net bags or nylon or polyethylene.

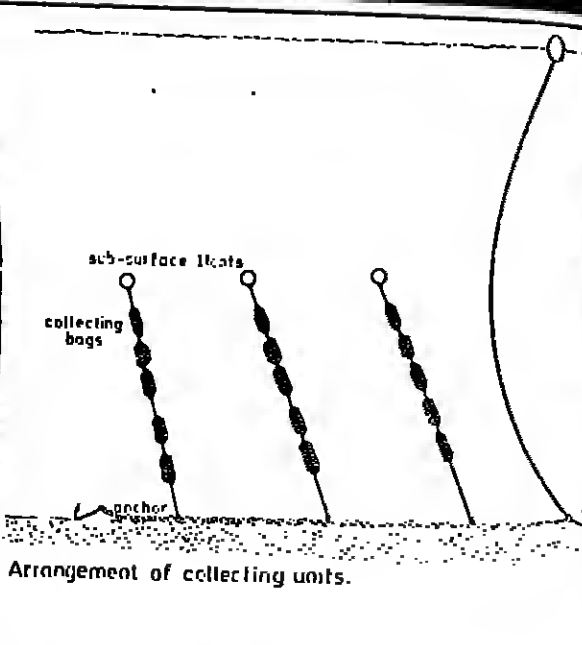
The tiny scallop larvae, drifting in the currents pass into the bags and attach to the meshes by means of sticky threads. Normally they attach to weeds close to the seabed. Inside the bags they grow rapidly and are protected from predators, such as crabs and starfish, and from the effects of rough weather until they are too large to escape.

The spat are removed from the collecting bags in the autumn and put in trays or cages on the seabed at coastal sites or in harbours, for overwintering, and their growth is measured and recorded. This system is

Scientists collect Devon spat for: TRIALS TO RE-STOCK SCALLOPS



Collecting bag.



Drawing of the spat collection bag (left) and how they are moored to the seabed (above).

similar in many ways to that employed by the Japanese. If sufficient numbers of scallop spat are obtained, it is hoped to carry out an experimental re-stocking of natural beds. Such an experiment is also being carried out in France, where in 1976 there was a heavy yield of young scallops from collecting bags.

Queens

It has also been found to be relatively easy to catch and grow the queen scallop (*Chlamys opercularis*). This species usually settles in greater numbers than the larger scallop and can reach commercial size in 18 months or less. Its low unit value, however, makes the queen scallop less attractive for cultivation than the scallop.

One problem with scallops is that they do not settle in such abundance as the queen and take longer to reach commercial size, and they usually do less well when kept in trays.

The queen scallop larvae, drifting in the currents pass into the bags and attach to the meshes by means of sticky threads. Normally they attach to weeds close to the seabed. Inside the bags they grow rapidly and are protected from predators, such as crabs and starfish, and from the effects of rough weather until they are too large to escape.

The spat are removed from the collecting bags in the autumn and put in trays or cages on the seabed at coastal sites or in harbours, for overwintering, and their growth is measured and recorded. This system is

Several researchers have concluded that they are better suited to bottom culture (following a similar cultivation) although, so far, a practical system for large-scale cultivation of the scallops has not been developed.

Another drawback to any scallop cultivation based on natural spat production, certainly in the English Channel, is the variability of settlement.

The catch in the spat collectors can also be used to predict recruitment levels to the natural stock. It has been suspected that in some years there are almost complete breeding failures in the natural stocks resulting in certain 'year classes' or age groups of both queen scallops and scallops being absent from the populations.

These failures have been blamed on hydrographic and climatic conditions. The spat collectors enable this phenomenon to be noticed at

an early stage. So far 1978, such a year — with but any young scallops based appeared in the collectors.

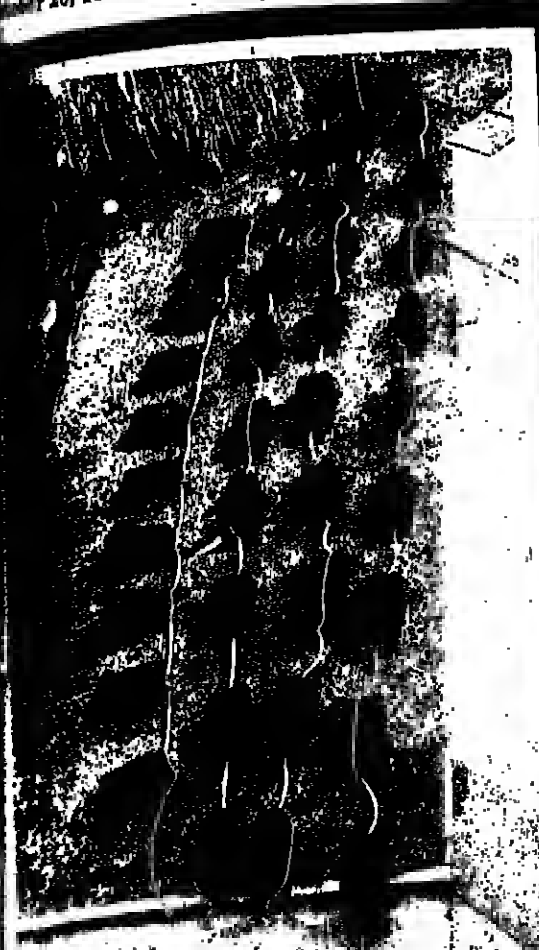
The current experiments should help us to predict 'good' and 'bad' years for the fishery. The three to five years it takes for an scallop to grow to commercial size allows time for appropriate fishing strategy and conservation measures to be adopted.

At present there are three MAFF experimental sites: Start Bay, South Devon; Dorset coast near Weymouth; and Anglesey. Similar but larger experimental units are being run by others along the northern coast of France and on the west coast of Scotland.

A few private companies are also investigating the feasibility of growing scallops, along with other species, in harbours and marinas.

G. D. PICKETT

Below: bags used to collect scallop spat off Devon.



Top: Strings of spat collection bags. Below: Scallop collection bag and growing-on unit.



TOP SALESMAN DIES

OBITUARY

BILL BRIDGES, one of Grimsby's top fish salesmen and assistant manager of Boston Deep Sea Fisheries Ltd., at the South Humberside port, died suddenly in France on October 11, aged 47.

He was on a business trip to the French fishing port of Lorient negotiating further landings of Grimsby of French wet-fish trawlers for the coming winter on behalf of the Boston Group.

One of the most pleasant and personable people on Grimsby fish docks, Mr. Bridges was the son of a top skipper with Ross Trawlers, but chose a shore career with the same firm when he entered the industry on leaving school.

He made rapid progress and quickly accumulated such a vast

knowledge of the trade that he earned a reputation as a salesman in the top flight at a very early age. In 1968 he left Ross and joined the Boston Group.

With his distinctive magical style he could always be relied on to get top prices, even on the

most difficult of markets. Off the pontoon, Mr. Bridges was always very active in management, representing his firm on numerous occasions. Among many duties he performed recently was that of vice-chairman of the Forward Landings Committee. He was a keen sportsman and an active member of the Grimsby Fish Trades Golf Society.

Mr. Bridges leaves a widow, a son and two daughters.

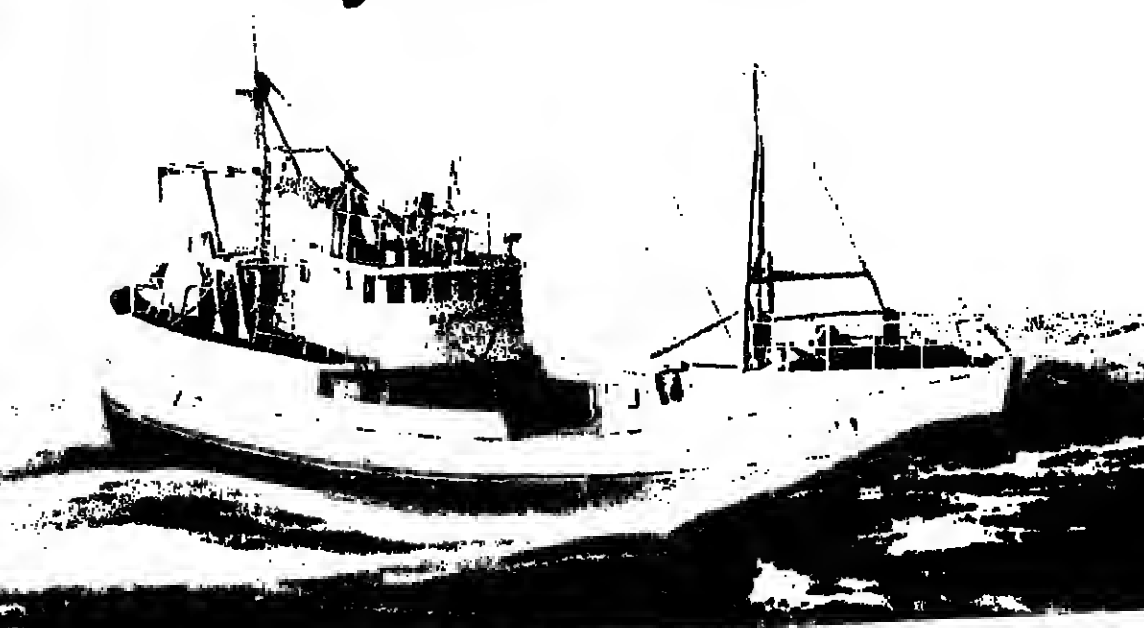
St John back

THE COLNE side trawler St. John will be re-entering service for the second time this year.

She was out of commission earlier this year, when her hull had to be re-built following collision damage. She had

three or four trips after going back into service before having to return to Lowestoft with engine trouble, the repairs to which have now been completed after several more weeks out of fishing service.

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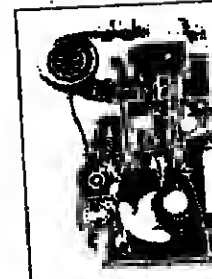
Putford boats renamed

PUTFORD Enterprises has made an application to bring two of its ships into line with the companies naming policy of naming its vessels after Devon villages ending in ...leigh.

It is hoped that *Granton Merin* will become *Umberleigh*, whilst *Cleveland* will be renamed *Monkleigh* — her fourth name since she was built in 1959 as *Valiant Star*.

She later became *Boston Valiant* prior to taking her present name on sale to Hartlepool owners.

It is expected that *Umberleigh* will continue to register at Granton and *Monkleigh* at Hartlepool. Both vessels will continue to stand by vessels to oil and gas rigs.

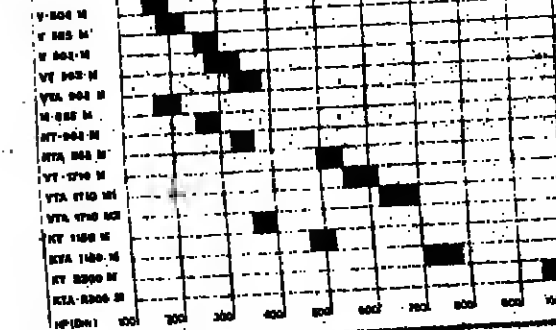


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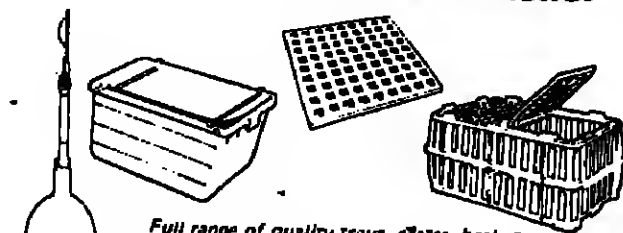
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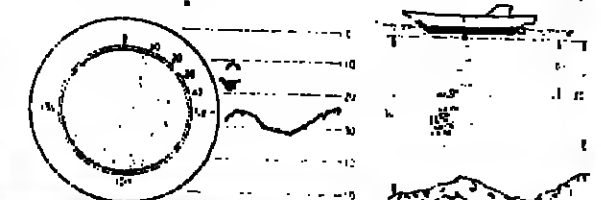


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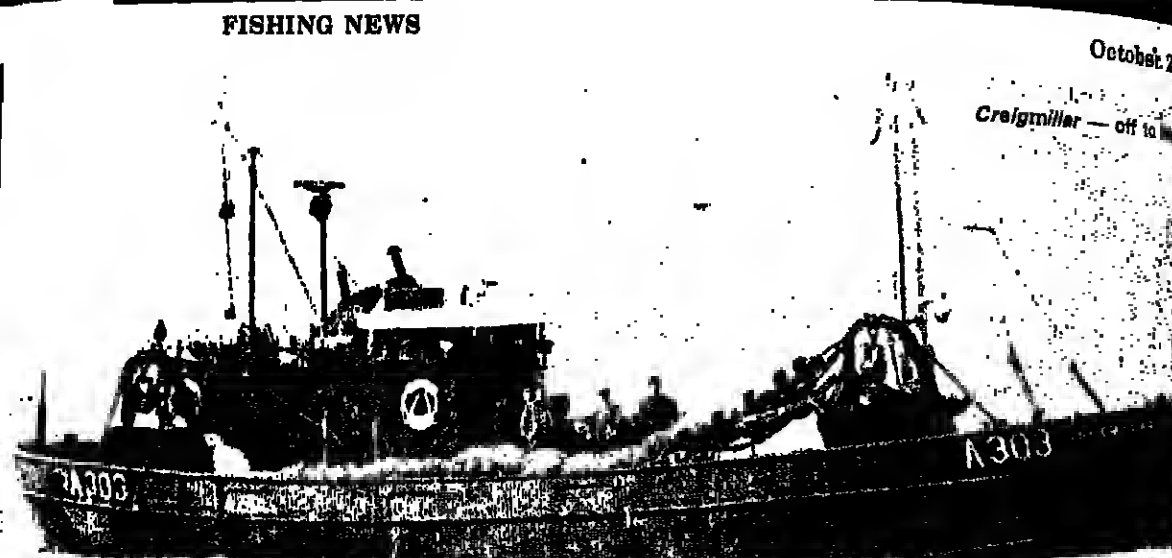
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FLEETWOOD LOSES TWO MORE SHIPS

FLEETWOOD has lost two more trawlers from its fleet — *Boston Explorer* and *Craigmillar*. First to go was the pocket trawler *Craigmillar*, which had N. Ward and Son. She then came under new ownership, but continued to fish locally under Ward management.

Doris Newsham, Ward's manager, said last week: "Her owner, Commander A. C. Hamilton from Kent, has not made a single penny from her since he bought her from us two years ago. He has reluctantly taken this step to withdraw the ship and send her to Malleig because he cannot afford any further losses."

"All trawlers over 60ft. in length have to be unladen in

the fish docks because of local port rules and this has proved too expensive to allow the ship to break even."

"We, at Wards, own four ships of about the same size and times are very hard for us. There must be a question mark over ships of this size — including our own — staying at Fleetwood."

David Rainford, chairman of Fleetwood Fishing Vessel Owners' Association, said of *Craigmillar*'s departure: "It is understandable that certain types of ship — particularly the large trawlers which used to fish around Iceland — are no longer ideal for Fleetwood. But it is a tragedy when *Craigmillar*'s class of vessel leaves because they must be the ships of the future for this port."

"Surely the time has come when Fleetwood must adapt to accommodate a new type of fleet based on ships up to 80ft. in length. There is a place for larger trawlers, but from time to time they will leave for mackerel and herring fishing and the market will be starved of fish."

Fishery squadron's new boss

CAPT. Nicholas Hill-Norton has been appointed captain of fishery protection and mine counter-measures in place of Capt. Peter Dingemans, who held the post since January, 1974.

The handover took place this week. Capt. Hill-Norton, 39, was formerly based at the Ministry of Defence in London. The job is based at Royston.

Billingsgate

IT IS NOW a little over four years since Billingsgate reduced its working year from 360 days to about 300 by closing on Mondays — and none of the terrible predictions have come true.

The annual arrival of herring is much the same (around 50,000 tons) with Tuesday the busiest day. The one real trouble has been overcrowding in the lorry park, with some lorry drivers being forced to brave the hazards of unloading on the traffic-busy Lower Thames Street. Nor has the congestion been eased by the need to accommodate extra Aberdeen ferries as railway re-construction forces more fish traffic on to the road.

If there was ever evidence that Billingsgate cannot continue to operate on its present site, it is in the avoidable delays that porters and, indeed, all of us, are forced to make through the constantly increasing heavy traffic now being directed across the front of the market.

While it is true to say that in the main the necessary adaptations to Monday closing have been made, there are individual cases where a little more organisation could have helped. There was the complaint that Danish fish landed at Harwich early on the Monday morning in beautifully loaded containers were then ruthlessly stripped of their protection to be transported on open lorries as individual boxes. Could not arrangements have been made for the whole containers to have been uplifted and their contents afforded that much more protection during transportation?

Last week the combination of a good landing of whiting at Rye on a Sunday, a felled ice plant and no Monday market meant that over two tons of fish were condemned. This is a waste that surely could have been avoided by a little more initiative on somebody's part, or is everybody doing so well weekend after weekend?



Minister Silkin (right) with Annalong skipper, Thomas Tiffin, during his visit to the port.

Skiff men's herring

FISHERIES MINISTER John Silkin said last week that he is particularly concerned about Northern Irish fish stocks.

Speaking at the end of a tour of Northern Ireland, he said: "I have come to Northern Ireland because my responsibility as the United Kingdom Minister concerned cover most aspects of agriculture and fisheries here. My responsibilities include looking after Northern Ireland every bit as much as the rest of the United Kingdom. I would like to assure those in both the agricultural and fishing industries here that I take very seriously the need to uphold Northern Ireland interests in Brussels."

"I am particularly concerned with the conservation of fish stocks around Northern Ireland. For example, when the Mourne herring

stocks come under threat recently the Government has emergency measures to ban herring fishing there."

"But, in view of the exceptional social and economic problems of the local fishing community, we decided it was necessary to give them a short breathing space by means of a limited derogation to enable the skiff fishermen to catch up to 400 tonnes of herring within a mile of the coast of County Down despite the closure of the Mourne fishery."

Mr. Silkin toured Killybegs harbour where he visited fish processing plant and inspected the harbour. He also visited a fish processing plant at Annalong harbour where he met a representative of the Mourne Skiff Fishermen's Association.

'Juno' best on comeback trip

MORE excellent fishing on the North Sea grounds by the Grimsby fleet — and several outstanding trips from visiting foreigners — made sure there was no shortage of fish at the port last week as merchants waited for their first supplies of fish caught on the Icelandic grounds since the herring landing ban was lifted.

But the middle-water fleet, mostly working the home waters off Scotland, again began the trawler season as yet again, the port went through a complete week without a distant-water landing.

Ross Zebra (Skipper Bill Sully) got the firm away to a good start with £22,224 from the Monday market after landing 883 kts, including 300 of cod, 140 of codstuffs and 200 of haddock, from 15 days in the North Sea.

Then Ross Cheeta (Skipper Tom Ross), with 500 kts of cod in an 8-kil turnover from 14 days, landed £21,534 and Ross Kelly (Skipper Barry McCulloch) on her comeback trip after being laid up, made £20,837 from the week's largest single landing of 1,008 kts which included 785 of "blacks".

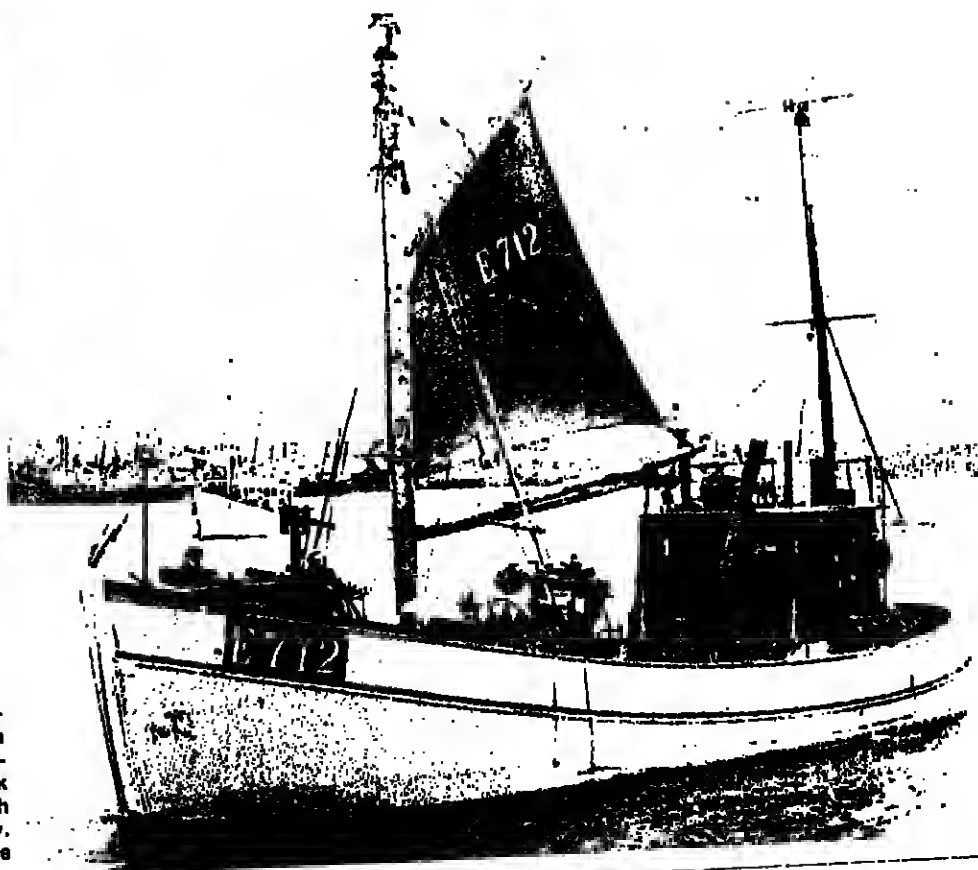
Best trip

Finally Ross Juno (Skipper John Roberts) weighed in with the best haddock trip of the week to gross £24,532 from 905 kts after 14 days. The earnings were the best of the week by a Grimsby vessel and the big landing included just over 400 kts of cod and just under 400 of haddock, mostly medium.

Taylor's best came on the very last market when Yesso (Skipper Peter Brown) grossed £17,121 from 620 kts of cod and haddock after 15 days, while Tokio (Skipper Jimmy Gladwell) made a

best seiner landing came from Soren Thomsen (E712), which has set all sorts of records during many visits to Grimsby in the past and this time made £11,071 from 283 kts of quality cod and plaice sold through the John R. agency.

Right: the Danish seiner Soren Thomsen, with her unusual lug-rigger mainsail, leaving Grimsby last week after landing a 283-kt catch through the John R. agency. The big turnout of large plaice and cod sold for £11,071.



KH RADIO



'FREEBOOTER' NOW BACK IN THE LEAD

BOYD LINE'S Arctic Freebooter has regained the leadership in the British Freezer Trawler Challenge Competition after lying third for a month. Competitor after competitor, including Pict, Meenwhile, Kurd, has slipped to third and fourth place, continuing to hold second place. Thirty-three hull ships — 32 full freezer and the part freezer Lord Nelson — figure in the latest table issued last week which covers the situation to the end of July.

Of the 28 plaques, BUT held nine, J. Marr and Son four, Boyd Line three and Thos Hamling and Co. and Boston Deep Sea Fisheries, two each.

The freezer trophy top 20, with both tonnes caught and points earned (positions held in the previous monthly table appearing in brackets) are:

Position	Vessel	Tonnes	Points
1	Arctic Freebooter (Boyd)	1426.0	18,888
2	Pict (SUT)	1276.4	18,788
3	Kurd (SUT)	1206.2	17,104
4	Dane (SUT)	1188.4	18,788
5	Kirkella (Marr)	1181.7	18,780
6	Ross Illustrous (SUT)	1127.4	18,818 EST
7	Roman (SUT)	1288.3	18,284
8	Invaluable (SUT)	1063.2	15,390
9	Arctic Buccaneer (Boyd)	3787.2	18,390
10	Svenalla (Marr)	1080.5	18,102
11	Coriolanus (SUT)	1082.3	18,088 EST
12	Arctic Galliard (Boyd)	3088.3	14,483
13	St. Benedict (Hamling)	3888.5	14,190 EST
14	Kelt (SUT)	686.3	13,817
15	Princess Anne (Boston)	2481.3	13,487
16	Northella (Marr)	2170.2	13,163
17	St. Jerome (Hamling)	2141.2	12,788
18	Southella (Marr)	2138.6	12,468
19	Sir Fred Parkes (Boston)	2138.6	12,279 EST
20	Ross Vanguard (SUT)	885.0	12,279 EST

'Marigold' on a timer with colour sounder

IT IS always pleasant to talk to skippers who are happy with their boats. It was just over two years ago that Skipper Peter Dunoon took delivery of the 80ft. steel-hulled seiner-trawler *Marigold* from Bideford Shipyard in North Devon.

He recently told *Fishing News*: "She's a fantastic boat. I have had no problems with her whatsoever."

Skipper Dunoon spoke very highly of the workmanship of the Bideford yard and also said that *Marigold* is a very good seaboat.

One day

Marigold was recently fitted with the first Marconi Kodak Chromoscope K echo sounder to be installed in a Scottish vessel. This unit presents information in colour on a TV-type screen and Skipper Dunoon is delighted with its performance.

"It's a terrific machine," he said. "For the first six trips after fitting the sounder we were back in the market after only one day's fishing with catches of up to 400 boxes."

Skipper Dunoon said that the sounder's main advantages are that it discriminates between fish and feeding stuffs, and between hard and soft ground.

Marigold is one of the 400 or so white fish boats which land at Peterhead and, during the 12 months ending on September 30, this huge fleet put ashore 1,530,339 boxes

PETERHEAD a monthly report

which sold for £28,726,629. This was an average price per box of £18.77.

For some time it has been evident that the 6,000-box capacity fish market is no longer adequate. With as many as 76 boats landing in one day, it is often necessary to hold second sales which results in a mad scramble to offload catches in time for the auction. This generally causes delays for all market users.

The largest landing in recent weeks was a colossal

11,174 boxes and, although boxes can be stacked three or four deep, this is not satisfactory from either the fishermen's or buyers' point of view.

Work will start shortly on the erection of a 240ft. extension to the existing market. It will provide accommodation for a further 4,000 boxes and should eliminate the need for second sales.

Scheduled for completion next spring — just in time for the summer rush — the extension will also house offices

and stores for the market. The cost of the extension is estimated at £1.5m. It will be financed by the Peterhead Harbour Board, the Peterhead Fishermen's Association and the Peterhead Fish Merchants' Association.

The harbour also contains a large slipway, which is used by four vessels. It is no longer adequate for the demand.

For instance, the *Eastern Dawn* was booked to be repaired in September but had to wait until October.

Urgency

At one time the need for repairs was so urgent that boats were being towed to the slipway by the harbour tug.

Instead, the *Eastern Dawn* is now being repaired by a local firm. It is a matter of urgency to get the slipway ready for the summer rush.

ground which has always been clean.

"It took us five hours to haul in our gear and, then, we could only get a bit of the net out of the water, together with only a few feet of the hawser."

"We towed the lot back to Peterhead and got a crane to heave it all up."

Skipper Nicol said that the hawser was found to be 800ft. long and about seven inches in diameter. It weighed about 15 tons.

He said: "It can't have been there for very long because we have towed those grounds for years and have never found any obstacles."

All *Eastern Dawn's* fishing gear, including bobbins and warp, has been ruined, and Skipper Nicol has put in a claim for compensation for loss of the gear and fishing time. — GLORIA WILSON.

Synthetic rope caught round a propeller when a boat was steaming up the river. The rope was so solid that it could not be slipped. In the days of manilla ropes the propeller could easily be cleared by a diver in the harbour.

Debris, particularly that from oil-related activities, continues to be a severe hazard for the fleet. One of the latest casualties was the 66ft. wooden-hulled inshore trawler *Eastern Dawn* which was working out of Peterhead under Skipper Forbes Nicol of Fraserburgh.

Her fishing gear was ruined after becoming fouled on a huge steel hawser some five miles SE of Buchan Ness. Skipper Nicol told *Fishing News*: "Our net came fast on

the *Eastern Dawn* — hawser welded to her prop. Above right: *Marigold* has been making quick trips with the help of a Chromoscope K colour echo sounder. Right: fish for second sales. A new extension should make this a thing of the past — even on the heaviest landing days.



Above: fish and oil mix at Peterhead. Crewmen from the Buckie trawler *Helenus* mend their net near an oil rig (background) moored in Peterhead Bay for servicing.

Below: a big queue is building up to use the slipway, but a plan to speed-up repairs by building a roof had to be abandoned. Seen on the slip are *Gratitude*, *Qui Vive* and *June IV*.



50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

OCTOBER 20, 1928

MATE of Hull trawler *Octavia* killed instantly as trawl snagged on an obstruction and derrick binnacle broke. The binnacle pushed him into the winch and a warp pinned him on to the drum.

ABERDEEN Town Council to discuss £104,000 plan to extend Aberdeen fish market.

ISLE of Man Fisheries Board to start giving boat loans to fishermen at a very moderate rate of interest.

THORNycroft, the engine manufacturers, sending an omnibus on a port tour to show off its products.

GERMAN atom trawler *Claus Bolton* lands largest catch of herring this year at Fleetwood. She had 1,020 boxes (300,000 fish).

TWO distant water trawlers being built for Aberdeen. The orders were placed long before local merchants complained the port's owners "will do nothing" to promote fishing off Iceland.

WHITE FISH AUTHORITY TRAINING COURSES 1979

FISHING GEAR TECHNOLOGY (5 DAYS)

Week commencing

8 January
29 January
5 February
28 February
19 March
2 April
23 April
7 May
4 June
18 June

20 to 75 hp vessels*
20 to 75 hp vessels*
20 to 75 hp vessels*
160 to 500 hp vessels*
500 to 1000 hp vessels*
20 to 75 hp vessels*
75 to 150 hp vessels*
160 to 500 hp vessels*
500 to 1000 hp vessels*
1000 hp + vessels (emphasis on pelagic trawls)*

ACOUSTIC FISH DETECTION (5 DAYS)

15 January
23 April
14 May
11 June
25 June

HULL
HULL
PITTENWEEM
PETERHEAD
BUCKIE

COASTAL FISHERMEN'S ENGINEERING COURSE (5 DAYS)

22 January
19 February
26 February
5 March
26 March
2 April
30 April

FLEETWOOD
FOLKESTONE
NEWHAVEN
PORTSMOUTH
BRIKHAM
NEWLYN
NORTH SHIELDS

ELECTRICS & HYDRAULICS FOR MIDDLE & DISTANT WATER ENGINEERS (5 DAYS)

12 February
14 May

HULL
HULL

BUSINESS & FINANCIAL MANAGEMENT FOR FISHING VESSEL OWNER/OPERATORS (5 DAYS)

12 March

HULL*

ENGINES, ELECTRICS & HYDRAULICS FOR INSHORE FISHERMEN (5 DAYS)

7 May
4 June
18 June

PITTENWEEM
PETERHEAD
BUCKIE

MARINE SCIENCE FOR FISHERMEN (5 DAYS)

29 May

HULL*

BUSINESS MANAGEMENT IN FISH PROCESSING & MARKETING (3 DAYS)

12 February

HULL*

FISHERIES TECHNOLOGY & MANAGEMENT (12 WEEKS)

2 April

HULL*

Courses marked thus * will be held at the WFA Fisheries Training Centre in Hull. The remaining courses will be held in the WFA Mobile Training Unit at the ports indicated. All courses except the one in business management in fish processing and marketing (fee £75) are FREE to members of the UK fishing industry. Details of fees for overseas personnel are available on request.

APPLICATION FORM

WFA

To: The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU3 4QE
Telephone: 0482-27637
Telex: 527261

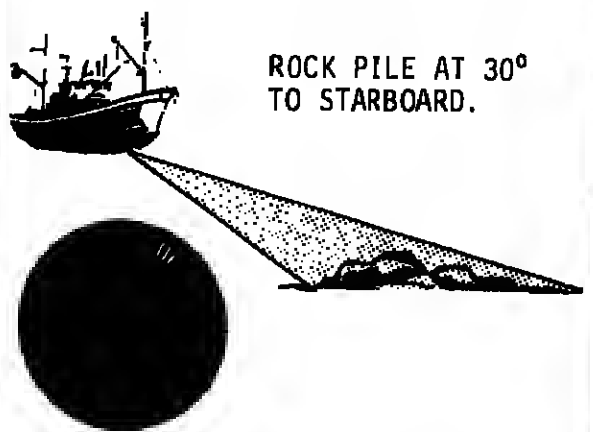
I would like to enrol for the course in
Date of course
Please send me more details about the following course:
(* Delete as appropriate)
Name and address
Telephone No.

WESMAR

SCANNING SONAR

Commercial Sounders — Autopilots

- SS116 — Small, proven for wreck finding and all midwater activities.
- SS165 — Facilities of larger models proven for the smaller vessel.
- SS220 — Sophisticated high frequency model.
- SS230 — Lower frequency for very long range on wrecks and fish marks proven bottom discrimination.



ROCK PILE AT 30° TO STARBOARD.

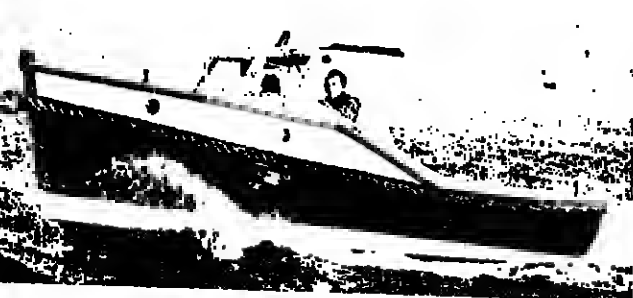
UK IMPORTERS AND DISTRIBUTORS

ENGLAND
Seabourne Electronics Ltd.
Freetown, Plymouth.
Tel: (0752) 28114/28284

SCOTLAND
223 Clifton Road,
Aberdeen.
Tel: (0224) 43677

NEWHAVEN SEA ANGLER 23

DESIGNED BY R. MITCHELL & SON



L.O.A. — 23ft
Beam — 9ft 6ins
Draft — 2ft 6ins
A boat designed for fishing of proven ability and seaworthiness. For work or pleasure.
£7,950 (ex. works, ex. tax)
Standard engine — Perkins 4.108 (7-8 knots).

Details from the Builders

CORAL MARINE LTD
The Yacht Harbour, Newhaven, Sussex
Tel. Newhaven 3881-2-3. Telex 87400

SEAWINCH LTD.

Unit 1B, St Michael's Trading Estate
Bridport, Dorset DT6 3RN
Telephone: Bridport 58232

CAPSTANS LINEWHEELS NET HAULERS PUMPS

COMPLETE KITS

Reliable Power
for the
Inshore Fishermen

Two-man lining system

A NEW-TYPE long-lining system named the TILINAR, has been developed by MARCO of Seattle, USA, for use in small end medium sized vessels.

Even though it is made a long way away, it does merit consideration if you are thinking of installing automatic equipment in a boat because it makes use of a bolt cutter and bait trough, and can be worked by only two men.

Principal component of TILINAR shooting or setting equipment is a setting stand which is mounted close to the taffrail and incorporates a bait trough and chute, and has a brake for controlling the line. It is designed so that two spools of line, complete with snoods or branch lines, can be attached to it.

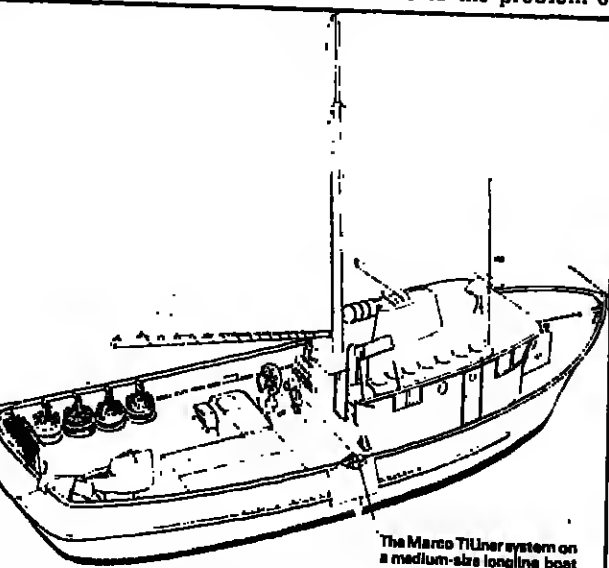
Principal components for hauling are a roller designed to be mounted on the rail amidships and to take twists out of the line as it comes in; a hydraulic hauler with horizontal sheave controlled by a foot pedal; an idler arm and sheave; and a take-up power head for reeling the line on to spools.

The latter components are installed amidships practically in line with the TILINAR roller. The bait trough is installed amidships aft of them and filled spools are stowed in the stern, on the opposite quarter to the setting stand.

Procedure for shooting is to fit two spools of line on the setting stand and to put a buoy over the stern. As you go ahead, line with snoods and hooks attached is pulled through the bait trough and then overboard through the chute.

Stiff brushes are fitted in the latter to ensure that baits are firmly hooked and that loose bait is not dragged overboard. Line tension during the operation is controlled by operating the brake.

When hauling one man



stands by the rail to gaff fish, to ensure that the roller is adjusted so that snoods do not wind around the line, and to manoeuvre the boat by means of a power engine and steering controls.

The other stands between hauler and power head or spooler and controls the hauling operation by means of the foot pedal. At the same time he places hooks on the spokes of the spools.

The TILINAR bait cutter is hydraulically driven and can be operated at any time. It could, for, in Denmark, boats under 40ft. (12 metres) long have been fitted with them successfully.

Stunt-machines were first introduced in 1972 and are now produced in no less than 120 different standard sizes. They resemble the wire drums of an ordinary trawl winch and are operated by Denfoss hydraulic motors, Sperry Vlokera hydraulic pumps and control valves. Among the smallest are reels designed to take nine coils of 24in. (19mm) rope.

John Burgess' Log



will cut fresh or partially frozen fish of practically any size into pieces of bait at a rate of over 500 a minute.

The TILINAR system has been patented in Great Britain as well as in the United States, Canada and other countries. More information is obtainable from the Marine Construction and Design Co., 2300 West Commodore Way, Seattle, Washington 98199, USA.

Small craft seining

I HAVE frequently been asked by owners of boats under 40ft. long whether they could use them for working seine nets.

I have invariably replied that I did not think so because they would not have enough deck space to stow adequate coils of rope.

If the same question were to be posed today, I would answer differently. I would suggest that the inquirer gets in touch with the Anglo-Danish company in Grimsby and find out whether they could supply him with Grenaa Stunt-machines (rope reels) suitable for use in his particular boat.

If deck lay-out in the boat approached the conventional — with wheelhouse either forward or aft — it is more likely that the firm They are clearly as effective an answer to the problem of stowing large quantities of rope in small craft as power blocks are to the problem of

hauling seine nets with a small crew.

Equipped with Stunt-machines and a power block it is possible — as has been demonstrated in Denmark — to operate a seiner with a crew of two.

Installation of such equipment does not, of course, mean that a boat owner who lacks experience of working seine nets can do so successfully until he has acquired the necessary skills.

Stunt-machines are made by Grenaa Smedie og Maskinfabrik A/S at Lillegade 39, 8500 Grenaa, Denmark, and are sold and serviced in this country by the Anglo-Danish Marine Engineering Co. Ltd., Robinson Lane, Fish Docks, Grimsby, South Humberside.

So might the Necom 202S sounder which is obtainable from Neco Communications Ltd., Ensfco House, The Quay, Poole, Dorset.

A COPY of the latest catalogue issued by Telesonic Marine Ltd. from 243 Euston Road, London, NW1 2BT, can be very handy.

Travelling long distances to major fishing ports and/or exhibitions to inspect and compare the merits of various electronic instruments can be an expansive business nowadays. So can writing or telephoning individual manufacturers and suppliers for particulars and prices of their products.

So an outlay of £5 for the catalogue could save you much more in the long run. It is the most comprehensive catalogue of electronic navigation, life-saving and general equipment that I have ever seen. The company can supply an astonishing variety of equipment made by leading makers in this and

other countries. And practically all of them are well illustrated and described in detail.

There are photos and descriptions of no less than 15 VHF radio telephones, as well as of about 30 MF and HF sets. Also, particulars of all sorts of aerials and cables which can be supplied for use in conjunction with them.

There are also details of a number of communications and watchkeeping receivers, survival and rescue radio sets.

Other equipment listed in the 580 pages are radio direction finders; radar; automatic pilots; echo sounders; sonar logs; any kind of navigational instrument; fog horns; signalling lamps and searchlights; clear view screens; any item of electrical, heating and/or cooking equipment; fire-fighting equipment; anchors; inflatable lifeboats; outboard engines; steering gear; and even sets of international code flags.

A feature is information on basic R/T procedure, radio rules requirements, radio interference suppression, electrolysis and boats, radio direction finding, automatic pilots; echo sounding and so on.

A section, towards the end of the catalogue, on miscellaneous items which the company can supply is also of considerable interest. If you should happen to want flammable fuel or water tanks, a balmaman's seat, a deck covering material, alkaline batteries or chocks for stowing a Bruce anchor, you can get all or any of them from Telesonic Marine.

Sharks and game fish

"CAN YOU tell me, or tell me where I can get, particulars of the sharks and big game fish which are to be found in waters around the British Isles?"

Particulars and illustrations of Porbeagle, Blue, Mako, Thresher, Greenland, Bramble or Spiny, and Six-gilled sharks are contained in a book called *Big Game Fishing in British Waters* by David Carl Forbes.

So is information about Tote, Broadbill Swordfish, North Sea Tunny, Halibut, Skate, Conger Eels, Monk and Angler Fish.

The book was first published by David and Charles (Publishers) Ltd., South Devon House, Newton Abbot, Devon in 1972.

Giant gear catalogue Diesel supplies

"I HAVE bought a MAG Type 1057 DRT X11 diesel for my boat but it has no gearbox and I shall have to get one as well as suitable stern gear. Do you know of any concern which could supply both?"

It is possible that T. Norris (Industries) Ltd., 6 Wood Lane, Laleworth, Middlesex, would be able to supply all your requirements.

The company is an agent for the sale of PRM gearboxes made by the Transmissions Division of Newage Engineering Ltd. in Coventry and one of other of those in the range is likely to be suitable for use with your engine.

It can also supply couplings and other equipment that you may need.

October 20, 1978

WFA adds new courses

THE WHITE Fish Authority has announced a programme of 31 fisheries training courses for the first half of 1979. From January to June, 14 courses will be held at the WFA fisheries training centre in Hull and 17 in the mobile training unit of English and Scottish ports.

Brixham, Buckle, Fleetwood, Folkestone, Newhaven, Newlyn, North Shields, Peterhead, Plover, and Portsmouth are the ports to be visited.

All WFA courses are designed to provide practical instruction on topics of direct importance to professional fishermen and other relevant personnel, and lean heavily on involvement.

All courses — except the one in business management in fish processing and marketing (see £75) — are free to members of the UK Industry. Details of fees for overseas personnel are available on request from the WFA Industrial Development Unit.

Courses to be held in 1979 are:

Fishing gear technology (five days). These popular courses have been re-graded into smaller horsepower groups. Separate courses are now provided for 20 to 75 hp; 75 to 150 hp; 150 to 500 hp; 500 to 1,000 hp and 1,000 hp plus vessels.

Full use is made of the WFA flume tank and about 75 per cent of each course is spent performing experiments with trawl models. Fishermen attending the course for 20 to 75 hp vessels are also taught net making, hanging and roping out. The first two courses also cover gill netting, tangle nets and trammel nets.

Acoustic fish detection (five days). Designed for skippers, electronics managers and others concerned with fish detection equipment. Programme includes fish behaviour, echo sounders, bottom expanders, fishpicks, net sounders and sonar.

This practical course uses sophisticated training aids to give a firm grounding in the operation, adjustment and interpretation of modern fish detection equipment.

Coastal fishermen's engineering course (five days). A new course of particular interest to the small boat operator. Syllabus includes engines and small boat electronics (1½ days), hydraulics (1½ days) and small vessel fish detection equipment.

The course is designed to give fishermen an insight into the problems of buying and maintaining small boat equipment. It also serves as a lead in to the more advanced courses in engines, electronics and hydraulics for inshore fishermen, and the other WFA course in acoustic fish detection.

Engines, electronics and hydraulics for inshore fishermen (five days). This one is aimed at helping inshore fishermen to diagnose and rectify simple faults which comprise most of today's breakdowns in the engine room and in small boat hydraulic systems. Covers types of engines (advantages

and disadvantages), control systems, turbo-chargers, electrical generation and distribution equipment, hydraulic power transmission, winches and power blocks.

Business and financial management for fishing vessel owner/operators (five days). A new course to be run for the first time at Hull in March 1979. It is designed to give the inshore vessel owner/operator a basic grounding in the financial aspects of running his vessel. Topics to be covered include tax, depreciation, day-to-day profit and loss accounts, annual balance sheets, and sources of finance for new vessels and improvements.

Marine science (five days). Covers aspects of oceanography, meteorology, marine biology and fish behaviour relevant to fishing. Topics include ocean currents and tides, fish migration, ecological chain, reaction of fish to gear, and the effects of the marine environment on fish behaviour.

Business management in fish processing and marketing (three days). This course is designed to assist all levels of management in fish processing and marketing to improve personal and corporate performance in a variety of business situations. Programme includes production management, corporate finance, marketing management, plus planning and control. There is a business management game and lectures by guest speakers.

Fisheries technology and management (12 weeks). Designed for developing countries, this course gives government fisheries department staff an appreciation of the problems involved in the administration of national fisheries development policies.

Much of the course material concerns the application of fisheries development programmes in the field. The main areas of study are fisheries management, fish location and abundance surveys, fishing gear technology, fish handling and preservation, fishing vessel technology, marine science and fish farming.

Further details can be obtained from the Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, who advise that early booking may avoid disappointment.

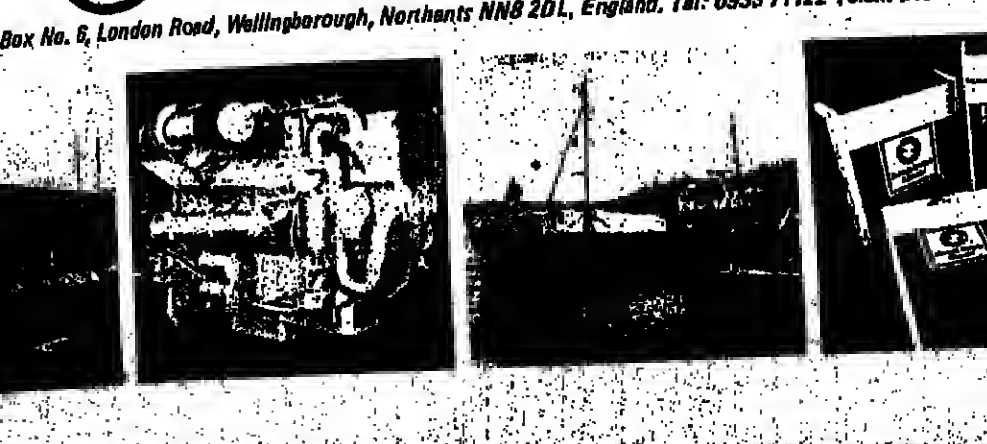


"Our Detroit is the best haul we've made"

Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent".

Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation. We have a brochure giving details of the Detroit 12V71 — may we send you one?

Detroit Diesel Allison International - Europe
GM
PO Box No. 6, London Road, Wellingborough, Northants NN8 2DL, England. Tel: 0933 71122 Telex: 31329





Death of a great trawler...

SOMERSET MAUGHAM, the five times Silver Cod Championship winner, lies in the Draper ship-breaking yard at Hull ready for scrapping. Workmen are dismantling the side trawler Ross next in line for the chop.

Skipper Bill Brettle of Hull made his name in this 780-ton Boverly-built sidewinder which has been operated by Newington Trawlers since she was built in 1961. She paid for herself many times over, he said.

TANK MAN SETS UP TRAWL FIRM

THE White Fish Authority Industrial Development Unit has announced staff changes at its fisheries training centre in Hull following the departure of the flume tank superintendent, James Robertson, to run his own net-making company at a north-east coast port.



James Robertson

Mr. Robertson, 38, an acknowledged expert in fishing gear technology, and a master mariner, joined the WFA in 1968 as a fisheries development officer. He was appointed tank superintendent during the building of the centre in 1975.

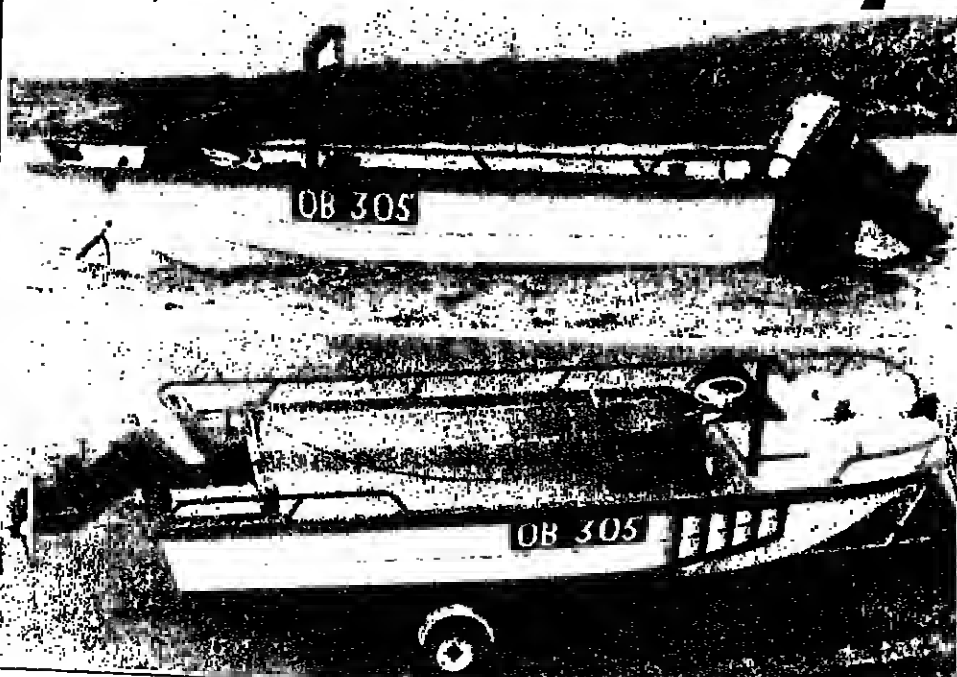
A native of the Shetland Isles, Mr. Robertson served in the Merchant Navy for ten years before joining the WFA. His new company is called Jim Robertson Nets Ltd., and based at Union Road, Fish Key, North Shields.

It will provide an advisory service for customers and concentrate mainly on demersal pair trawls.

The training centre's flume tank will now be administered by Duncan Amos, the training manager. Mr. Amos, who joined the WFA in 1970, has played a key role in developing its training programme.

David Wileman assumes the title of Gear Technologist and will be responsible for fishing gear development at model scale as well as for general contact with the industry on matters relating to flume tank experimental work. Mr. Wileman joined the WFA as a fisheries instructor in 1975 and before that was a gear technologist at the Marine Lab.

Forward helm on latest fast dory



WHY FISH GET OFF THE HOOK

THE Norwegian Fishery Technology Research Institute at Bergen has undertaken a study of the reactions of cod and other species to bait and hooked lines, with a view to improving the catches from long-line fishing.

Researchers have made use of submersible TV cameras which have shown that the fish are normally able to escape from the hooks for top easily, adding insult to injury by making off with the expensive bait.

As part of the tests, a new hook design has been introduced which has proved far more effective in retaining fish after the initial bite. The hook has already proved its value by improving long-line catches.

However, the newly designed long-line has yet to be put into production because further parts of the overall research programme have yet to be carried out.

The problem is that long-lining is employed in vastly differing geographic areas, at depths.

The studies so far have been centred on activities off the coast of Finnmark during the summer and autumn only.

The researchers believe that the conditions which obtain in this area cannot be considered as representative for all the areas where this fishing technique is employed. Different times of the year may also provide varying results.

One of the attendant problems with the research programme is the need for improved lighting at great depths for monitoring purposes. The Ocean Research Institute is co-operating in the programme to help overcome these difficulties.

THE HELM has been moved forward in the latest version of the Fastworker 17 Dory (above), which is now working 600 orals ten strings of 50 for netrops from Argyll.

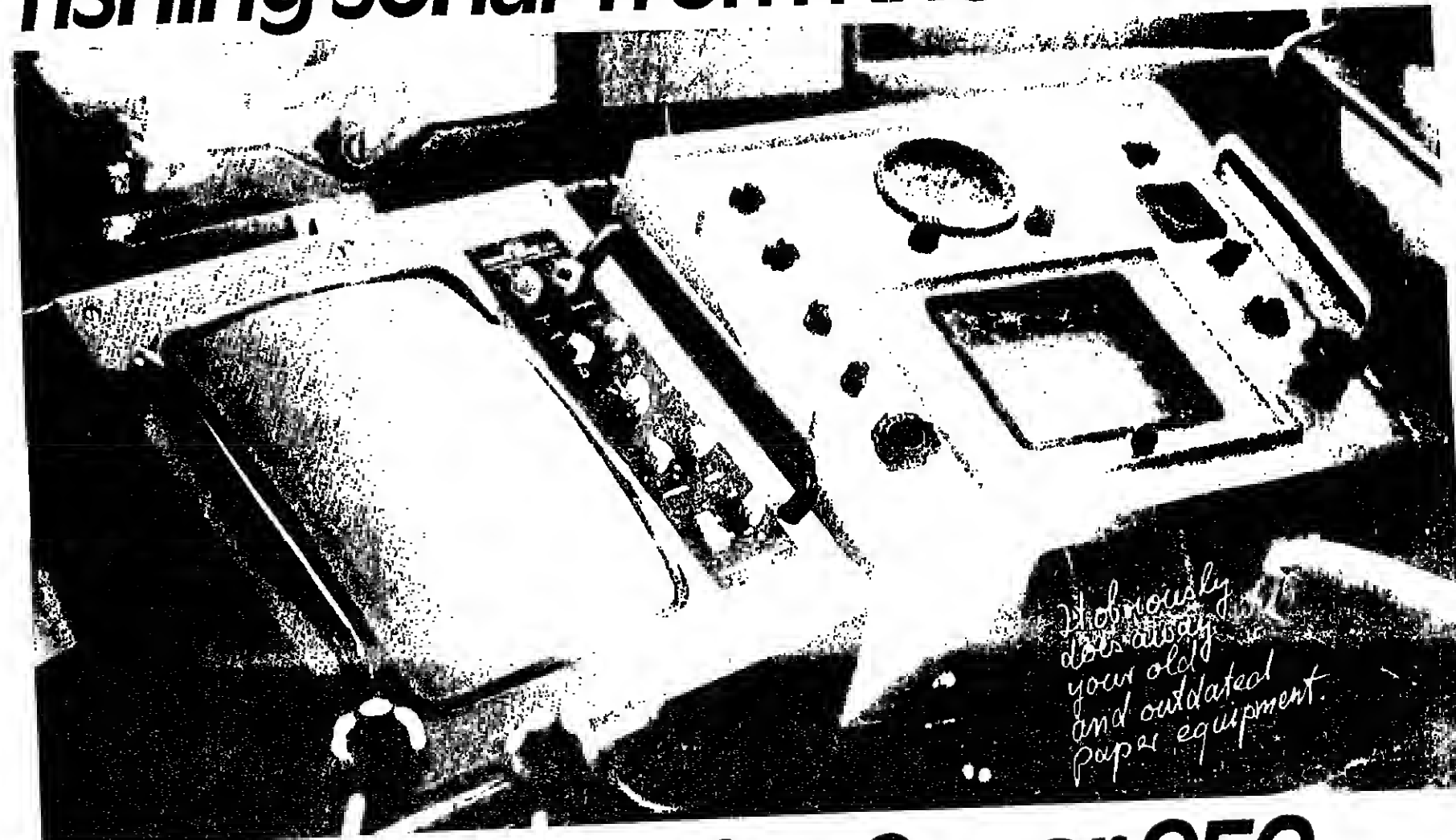
Sandy Mechleichen, her skipper-owner, apocified on extra high gunwale rail which enables most elias of pots to be stacked three or four high, making it possible to work large fleets.

The winch engine is now mounted under the foredeck and the deck is clear all round and boat controls are at hand. A smoked perspex spray shield protects the helm console and the upholstered seat swivels to allow easy access. Power unit is a 55 hp Yamaha outboard. The price of £1,475 includes a combination of self-heating, a heater/cooler, head, The Fastworker 17 is built by Mike James of Woodlands, Portsmouth, Truro.

KRUPP ATLAS-ELEKTRONIK

Make a £1m fortune!

Here's the new profit spotting fishing sonar from KRUPP ATLAS.



New ATLAS Fishing Sonar 950

The revolutionary long range panoramic steady picture sonar. Developed to increase your catching power. Read what your skipper colleagues say about it:

"Gapless and speedy searching with long range detection and instant recognition - 'I wish I'd had this fortune-sonar years earlier' - and I am delighted I got it now!"

"It is like watching TV. A comfy and relaxed job."

"Now success is made easier again..."

"This new sonar pays for itself much quicker than any other I have tried."

"I spotted a shoal of mackerel at 3,500 metres in 40 fms of water between six vessels."

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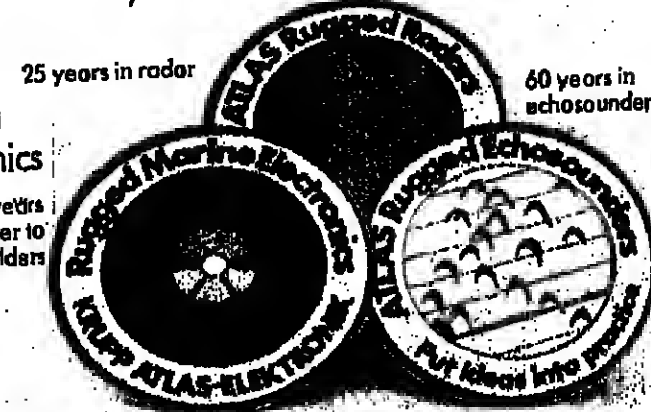
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October 20, 1978

IRISH SOLE HAUL

AN OUTSTANDING catch of soles brought the Irish beam trawler *Morrie Jacob* an excellent grossing at Fleetwood last week.

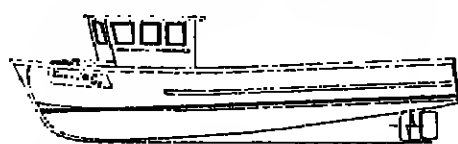
The Howth vessel, which is skipper-owned by Gerry O'Shea, worked the Morecumbe Bay grounds before heading to Fleetwood, where she loaded 173 kits, including more than 80 of soles, which sold for £12,700.

This was the biggest return for the *Morrie Jacob* out of her many landings at the port in recent years. Pleice was her other main variety.



Andree seen in Fraserburgh shortly after being bought by Skipper Ian Duthie. She is due to join in the Cornish mackerel season.

The Kingfisher 42

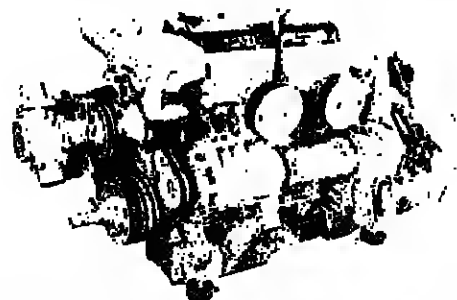


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BUT SELL ABERDEEN INSHORE BOAT

BRITISH United Trawlers (BUT) has sold the 86ft. *Andree*, which has been white fish trawling out of Aberdeen for the past year, to Fraserburgh owners.

She has been bought by Skipper Ian Duthie and is taking part in the Minch mackerel fishery before moving south for the Cornish season.

Skipper Duthie's former command, the wooden-hulled *Uberous*, has been taken over by his brother, Charles, and the two boats will work together as pair trawlers.

It is understood that the Fraserburgh vessel *Kallista*, which formerly worked with *Uberous*, will remain with the partnership.

Andree has a somewhat involved background. She was one of two sister-ships originally ordered from the Tyneside yard of Ryton Marine by Peterhead skippers in association with the Caley Fisheries Group. They are under construction when the Ryton yard went bankrupt in 1973. Following an abortive attempt by a Whitby yard to fit them out, they were finally completed in 1975 by BUT Engineers (Grimaby) Ltd.

The original skippers pulled out of the venture and Caley Fisheries transferred the boats to its present company, BUT. For a while they worked from Peterhead and, later, switched to Aberdeen.

Both vessels are powered by Mirreless Blackstone engines of 637 hp and are equipped with Robertson winches and net drums, plus Ropp power blocks.

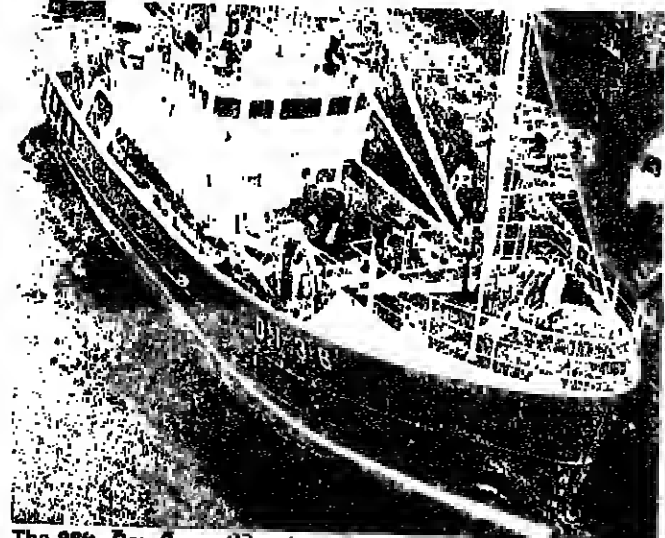
Andree's sister-ship, named *Troilus*, is still working from Aberdeen.

Another boat on the move is the 86ft. Peterhead registered *Day Down II*, which has been bought by Skipper Alec Tait of Cairnbulg, near Fraserburgh.

Built in 1975 by Cubow Ltd. of Woolwich for Skipper James Tait of Inverloch, *Day Down II* has been working on white fish out of Peterhead.

She is powered by an Alpha engine of 800 hp and is equipped with Robertson winches and net drum, Rapp net winch and Elac fish finders.

Skipper Alec Tait is at present in command of the 82ft. wooden-hulled boat *Dayey*.



The 86ft. *Day Down II* has been bought by Skipper Alec Tait of Cairnbulg. She is seen here in Peterhead when she was fishing under her previous owner, Skipper James Tait.

which is another 88ft. vessel. *Andree, Troilus, Day Down II* and *Ocean Crest* were all built to designs by Tynedraft.

Faroe trawl ruled illegal

ABERDEEN skippers are very angry that the Faroeese sold a net to a collengus skipper and then arrested his trawler for fishing with it in Faroeese waters.

Now the skippers are wondering if there is one mesh size for Faroeese boats and another size for Aberdeen boats fishing middle waters.

Skipper James Hird of the *Storwood* is due back of Aberdeen this week. Because of the "confusion" and forerunners of trawlers in Faroeese waters over mesh sizes, Skipper Hird bought nets on the island to "make sure it would be legal."

But he was stopped by a gunboat on Monday and charged with using nets with smaller mesh than allowed under Faroeese laws.

After Skipper Hird had explained where he had got his nets, the court at Thorshavn said that they would not impose a sentence, but he was ordered to pay court expenses

Strike delays sailing

A NUMBER of trawlers were delayed leaving Aberdeen for the fishing grounds on Monday when crewman staged a 24-hour unofficial strike.

The trouble arose when the men heard that the seven-man crew of the trawler *Glen Arney* had been sacked and replaced by men from Hull.

Mel Keenan, T & GWU district officer in Aberdeen, urged the men, at a mass meeting, to return to their boats. He assured them that *Glen Arney* would not sail with a Hull crew and said he had secured sea pay for the Aberdeen men until an agreement had been reached with the owners, J. Maur (Aberdeen) Ltd.

Talks were held between the union and the AFVOA, and it was agreed that incoming crews would be stopped pending further talks.

Mr. Keenan said the *Glen Arney* men had either replaced the Hull crew or taken up other jobs in the company, and further talks would be held in two weeks' time.

Mr. Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, said it was very concerned with the situation, and had also held talks with the owners.

Glen Arney's Hull skipper and mate had been replaced by Aberdeen officers, he added.

"Our register is now closed for a trial period of three months, and trawler officers coming in to Aberdeen will be visited by our committee."

"There are not enough jobs to go round, and men from the south taking up berths while our members are left out of work will not be tolerated," Mr. McLean said.

A spokesman for the company was not available to comment before *Fishing News* went to press.

October 20, 1978

Gear firms attacking Iceland market

THE FIRST co-ordinated attack on the Icelandic fishing market by British marine equipment manufacturers was staged at a Reykjavik boat earlier this month.

Nineteen firms took part in a mini-exhibition organised by the Fishing Division of the British Marine Equipment Council (BMEC) and supported by the British Overseas Trade Board.

They presented a range of products from lifejackets to propulsion systems, marins radar and refrigeration equipment.

Fishing News was there, too, along with its sister-paper *Fishing News International* and quarterly journal, *Fish Farming International*.

The only boatbuilder to attend was Campbelltown Shipyard, which had been given a special invitation as a non-member of BMEC.

The Scottish yard has a special interest in the Icelandic market, having recently sold four 87ft. 'compact' stern trawlers to Faroeese owners.

In addition to taking stand space, 11 firms gave papers at a technical Fishing Forum which ran with the show.

All the sessions were well attended and the subjects discussed included how thrusters, CP propellers, refrigeration, safety at sea and radar as a fishing aid.

About 300 visitors — including shipbuilders, vessel owners, fishermen, freezing plant managers, staff from the research institute, ministry of fisheries, and teachers and students from the fishing schools — attended. They looked, listened, asked questions and some talked of orders.

The two-day BMEC mini-exhibition provided a unique and valuable opportunity to get a foot in the door of what for many firms is a new market.

Speaking at the opening ceremony at the Hotel Loftlaudir, Jon Arnalds, Secretary-General for the Ministry of Fisheries, said that "past disputes have sometimes overshadowed co-operation; but this is over for ever."

With memories of the cod war fading, Iceland is looking more to Britain for the gear and equipment she needs to maintain her network of shore-based freezing plants and her powerful fleet of modern trawlers.

With the 200-mile limit secure, her industry is on the upturn: catches are improving and prices on the rise.

Two of Iceland's protection fleet at Reykjavik. *Albert* is seen moored alongside the much larger *Odin*.

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Right: the British Marine Export Council's Fishing Forum logo and (below) their target: supplying the Icelandic fleet. Pictured is Jon Videll on the grounds.

BMEC fishing forum



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